

Responses to Written Comments

Commenter Code	Commenter	Comment #	Response
WC001	Pantaleo, Tari	TP2-1	Please see response to comment LWV-3.
WC001	Pantaleo, Tari	TP2-2	Please see Section 4.2.1.3 of the FEIS and the response to comments KVAC-3 and KVAC-5.
WC001	Pantaleo, Tari	TP2-3	See response to comment SCLL2-18.
WC001	Pantaleo, Tari	TP2-4	Please see response to comment TSTC3-4.
WC001	Pantaleo, Tari	TP2-5	Please see responses to PRRA-3; SCJT-1; SCJT-7; SBTMG-8; and SBTTV-3.
WC001	Pantaleo, Tari	TP2-6	Please see response to comment PAI-3.
WC002	Princeton University, Pamela J. Hersh	PRUPH-1	Comment noted.
WC002	Princeton University, Pamela J. Hersh	PRUPH-2	Comment noted.
WC002	Princeton University, Pamela J. Hersh	PRUPH-3	Comment noted.
WC002	Princeton University, Pamela J. Hersh	PRUPH-4	This comment addresses the need for the Route 92 project. The information submitted is consistent with the analyses presented for the Route 92 alternative in the DEIS.
WC003	Mapelli, Claudio & Savanna	CM-1	Please see the responses to comments BBN-1 and USEPA-7.
WC003	Mapelli, Claudio & Savanna	CM-2	Proposed Route 92 would pass through the northern end of the Plainsboro Preserve. Impacts to the Plainsboro Preserve are discussed in Section 4.2.1.2 of the EIS. With respect to sprawl development, please see the response to comment TSTC-4.
WC003	Mapelli, Claudio & Savanna	CM-3	Please see the response to comment CD-3.
WC003	Mapelli, Claudio & Savanna	CM-4	With respect to sprawl development, please see the response to comment TSTC-4. With respect to mass transit, please see the response to comments PM-4 and DW-10.
WC003	Mapelli, Claudio & Savanna	CM-5	The regional traffic modeling conducted to assess the need for, and effectiveness of the alternatives is presented in Section 1 of the DEIS, as well as in Appendix C. Additional analysis of project need was conducted to respond to public input, and the results are presented in White Paper No. 1.
WC004	Muser, Jeanette K.	RHBJM-1	Traffic modeling indicates that proposed Route 92 would reduce car traffic on Route 27 in Kingston by approximately 9 percent, and truck traffic by approximately 20 percent, relative to the no-action alternative.
WC005	Marshall, Craig	SBTCM-1	Comment noted. It should also be noted that southern arrowhead, a state-listed endangered species, is the only listed species of concern that has been found less than 800 feet from the proposed right-of-way for proposed Route 92. Impacts to southern arrowhead would be mitigated as discussed in Section 5.3.6 of the DEIS.
WC006	Sinha, Mihir K.	MKS-1	Please see the response to comment TP2-2.
WC006	Sinha, Mihir K.	MKS-2	Traffic modeling indicates that Route 92 would increase truck traffic on Ridge Road/Heathcote Road between US Route 1 and Route 27, and on Laurel Avenue, which functions as a continuation of Heathcote Road north of Route 27. This could be mitigated by truck restrictions on Ridge Road/Heathcote Road, as described in Section 5.3.10 of the FEIS. Please see also the response to comment SCLL2-52a. The traffic modeling indicates that proposed Route 92 would not cause a net increase in total truck traffic on the Kingston area roads that were modeled, relative to the no-action alternative. For more specific information, please refer to Section 4.2.1.3 of the FEIS.
WC006	Sinha, Mihir K.	MKS-3	See response to comment SCLL2-21d.
WC006	Sinha, Mihir K.	MKS-4	Please see responses to comments TSTC3-3 and TSTC3-4.
WC006	Sinha, Mihir K.	MKS-5	Comment noted. The only endangered species present within 800 feet of proposed Route 92 is southern arrowhead, listed as endangered by New Jersey but not by the federal government. Please see the response to comment SCLL2-56.

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WC006	Sinha, Mihir K.	MKS-6	Please see responses to PRRA-3; SCJT-1; SCJT-7; SBTMG-8; and SBTTV-3. Determining which of the alternatives might constitute the most cost-effective investment is a function of how the benefits and impacts of a project are distributed; geographically, economically, and socially. The vote of the NJ Legislature to authorize the NJ Turnpike Authority to pursue implementation of Route 92 is an indicator of the regional importance and value of the project.
WC006	Sinha, Mihir K.	MKS-7	Please see response to comment PAI-3.
WC007	Sneedse, Shannon		The comments in comment groups WC007 through WC011 are identical to those in comment group WC006. Please see the responses to comments MKS-1 through MKS-7 above.
WC008	Kowalski, Joseph		The comments in comment groups WC007 through WC011 are identical to those in comment group WC006. Please see the responses to comments MKS-1 through MKS-7 above.
WC009	Grecsek, Holly		The comments in comment groups WC007 through WC011 are identical to those in comment group WC006. Please see the responses to comments MKS-1 through MKS-7 above.
WC010	Grecsek, David		The comments in comment groups WC007 through WC011 are identical to those in comment group WC006. Please see the responses to comments MKS-1 through MKS-7 above.
WC011	Sneedse, Jonathan		The comments in comment groups WC007 through WC011 are identical to those in comment group WC006. Please see the responses to comments MKS-1 through MKS-7 above.
WC012	Cecile Leedom, M.	MCL-1	This comment supports the need for expanded east-west road capacity.
WC012	Cecile Leedom, M.	MCL-2	Comment noted.
WC012	Cecile Leedom, M.	MCL-3	The current DEIS departs from past efforts in that a much more detailed regional traffic analysis has been conducted for the DEIS, and the regional improvements in travel time from all the alternative projects is presented in Section 1 of the DEIS and Appendix C.
WC012	Cecile Leedom, M.	MCL-4	Please see the responses to comments TP2-2 and MKS-2.
WC012	Cecile Leedom, M.	MCL-5	The traffic model utilized for this project accounts for tolls and the possible diversion of traffic that tolls can cause. Please see the response to comment SBPD-2.
WC012	Cecile Leedom, M.	MCL-6	Please see the responses to comments TSTC3-3, TSTC3-4 and MKS-5.
WC012	Cecile Leedom, M.	MCL-7	Please see responses to comments TSTC3-3 and TSTC3-4.
WC012	Cecile Leedom, M.	MCL-8	Please see response to comment TSTC-4.
WC012	Cecile Leedom, M.	MCL-9	Please see responses to PRRA-3; SCJT-1; SCJT-7; SBTMG-8; SBTTV-3, and MKS-6.
WC012	Cecile Leedom, M.	MCL-10	Please see response to comment PAI-3.
WC013	Sneedse, Kathleen		The comments in comment group WC013 are identical to those in comment group WC006. Please see the responses to comments MKS-1 through MKS-7 above.
WC014	Kaplan, Michael	MKP-1	Comment noted.
WC014	Kaplan, Michael	MKP-2	Please see responses to PRRA-3; SCJT-1; SCJT-7; SBTMG-8; SBTTV-3, and MKS-6.
WC015	Olsen, Virginia M.	VMO-1	See response to comment BBN-1.
WC015	Olsen, Virginia M.	VMO-2	A new east-west connector highway linking Route 1 with the NJ Turnpike would provide flexibility in travel patterns, and would allow traffic to shift from the Route 1 corridor to alternative north-south routes, such as the NJ Turnpike.
WC015	Olsen, Virginia M.	VMO-3	Please see responses to PRRA-3; SCJT-1; SCJT-7; SBTMG-8; SBTTV-3, and MKS-6.
WC015	Olsen, Virginia M.	VMO-4	Proposed Route 92 would result in filling or shading of less than 1 percent of the Devil's Brook/Broadway Swamp wetlands complex. Farmland in Middlesex County is already under intense development pressure--the same development pressure to which proposed Route 92 is a response.
WC016	Princeton Borough	PRBOR-1	This commenter found the DEIS comprehensively addressed the advantages and disadvantages of the transportation alternatives.

Commenter Code	Commenter	Comment #	Response
WC016	Princeton Borough	PRBOR-2	Comment noted.
WC016	Princeton Borough	PRBOR-3	Comment noted.
WC016	Princeton Borough	PRBOR-4	Comment noted.
WC016	Princeton Borough	PRBOR-5	Comment noted.
WC016	Princeton Borough	PRBOR-6	Comment noted.
WC016	Princeton Borough	PRBOR-7	Comment noted.
WC016	Princeton Borough	PRBOR-8	Comment concurred with.
WC016	Princeton Borough	PRBOR-9	The commenter perceives a need for improvements in regional mobility and finds Route 92 the best alternative to meet that need.
WC017	O'Neill, Joseph E.	PRBJO-1	Comment noted.
WC017	O'Neill, Joseph E.	PRBJO-2	Please see response to comment SBTEL1-9.
WC017	O'Neill, Joseph E.	PRBJO-3	Comment noted.
WC017	O'Neill, Joseph E.	PRBJO-4	Comment noted.
WC018	Telofski, Richard	RT-1	Comment noted; reasoning not presented.
WC018	Telofski, Richard	RT-2	Please see responses to comments SBTAZ-2 and LMV-3.
WC018	Telofski, Richard	RT-3	Comment noted. With respect to southern arrowhead, please see the response to comment SCLL2-56.
WC018	Telofski, Richard	RT-4	Please see responses to comments SCLL2-41a and TP-1.
WC018	Telofski, Richard	RT-5	See response to comment TSTC2-10.
WC018	Telofski, Richard	RT-6	See response to comment SCLL2-21d.
WC018	Telofski, Richard	RT-7	See response to AMEC-4.
WC018	Telofski, Richard	RT-8	Please see response to comment PAI-3.
WC019	Telofski, Lorena S.		The comments in comment group WC019 are identical to those in comment group WC018. Please see the responses to comments RT-1 through RT-8 above.
WC020	Luongo, Geri	GLU2-1	Comment noted; reasoning not presented.
WC020	Luongo, Geri	GLU2-2	Please see responses to comments SBTAZ-2 and LMV-3.
WC020	Luongo, Geri	GLU2-3	Comment noted. With respect to southern arrowhead, please see the response to comment SCLL2-56.
WC020	Luongo, Geri	GLU2-4	See response to comment TSTC2-10.
WC020	Luongo, Geri	GLU2-5	See response to comment SCLL2-21d.
WC020	Luongo, Geri	GLU2-6	See response to AMEC-4.
WC020	Luongo, Geri	GLU2-7	Please see response to comment PAI-3.
WC021	Sinha, Mihir K.	MKS1-1	Comment noted; reasoning not presented.
WC021	Sinha, Mihir K.	MKS1-2	Please see responses to comments SBTAZ-2 and LMV-3.
WC021	Sinha, Mihir K.	MKS1-3	Comment noted. With respect to southern arrowhead, please see the response to comment SCLL2-56.
WC021	Sinha, Mihir K.	MKS1-4	See response to comment TSTC2-10.
WC021	Sinha, Mihir K.	MKS1-5	See response to comment SCLL2-21d.
WC021	Sinha, Mihir K.	MKS1-6	See response to AMEC-4.
WC021	Sinha, Mihir K.	MKS1-7	Please see response to comment PAI-3.
WC022	Drago, Anna	AD-1	Comment noted; reasoning not presented.
WC022	Drago, Anna	AD-2	Please see responses to comments SBTAZ-2 and LMV-3.

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WC022	Drago, Anna	AD-3	Comment noted. With respect to southern arrowhead, please see the response to comment SCLL2-56.
WC022	Drago, Anna	AD-4	See response to comment TSTC2-10.
WC022	Drago, Anna	AD-5	See response to comment SCLL2-21d.
WC023	Murray, Elise & Tom	ETM-1	Please see the response to comment HOTWP-13.
WC023	Murray, Elise & Tom	ETM-2	If proposed Route 92 were built, more than 1,600 acres of wetlands would remain in the vicinity of the highway.
WC023	Murray, Elise & Tom	ETM-3	See response to comment SCLL2-21d.
WC023	Murray, Elise & Tom	ETM-4	Please see the responses to comments CGSC-7 and SBMWA2-7.
WC023	Murray, Elise & Tom	ETM-5	Comment noted.
WC024	Leandro, Geri	GLE1-1	Improvements to the existing road system were examined in the DEIS, using several approaches. Alternatives involving improvements to local roads do not separate local traffic from regional traffic; rather, such alternatives were found to intensify traffic on local roads. Further, greater access to undeveloped lands would result from improvements to local roads, and improving local roads has significant potential to contribute to sprawl.
WC025	Freeman, Douglas B.	DBF-1	This alternative is similar to the Route 522 alternative examined in the DEIS, but contains several enhancements. Please see responses to PRRA-3; SCJT-1; SCJT-7; SBTMG-8; SBTTV-3, and MKS-6.
WC026	Carley, Charles	CC-1	NJTA states that it is holding bond funds in reserve for construction of proposed Route 92. The bonds will be redeemed using proceeds from tolls collected on the New Jersey Turnpike, the Garden State Parkway. NJTA states that proposed Route 92 would be an extension of the Turnpike system and would have no fiscal impact on the State of New Jersey. State law authorizes NJTA to construct an "extension to the New Jersey Turnpike consisting of a high speed limited-access superhighway beginning at or near Interchange 8A of the New Jersey Turnpike and thence in a general westerly direction through Middlesex County to an interchange with US Route 1 in the general vicinity of the intersection of us Route 1 and Ridge Road" (NJSA 27:23-23.8). The state legislature has not specifically authorized NJTA to construct other new highways.
WC026	Carley, Charles	CC-2	Impacts of proposed Route 92 to undeveloped and agricultural land and historic resources are discussed in DEIS sections 4.2.3.4 (Wetlands), 4.2.3.5 (Fish and Wildlife), 4.2.4 (Farmland), 4.2.5 (Historic and Cultural Resources), 4.2.9 (Aesthetics), and 4.2.13 (Land Use). Please see also Section 4.2.1.3 of the FEIS.
WC026	Carley, Charles	CC-3	The DEIS does not state that proposed Route 92 would channel traffic onto local roads west of US Route 1. Traffic analysis performed for the DEIS indicates that the only significant increase in traffic west of US Route 1 would be an increase in truck traffic on Ridge Road/Heathcote Road and on Laurel Avenue, which functions as an extension of Heathcote Road. The EIS recommends that this impact be mitigated by truck restrictions and traffic calming measures.
WC026	Carley, Charles	CC-4	Please see response to comment PAI-3.
WC027	Carnevale, Kaye	KC-1	It is unlikely that proposed Route 92 would increase the overall demand for emergency services in South Brunswick or that it would cause an increase in taxes in South Brunswick. Proposed Route 92 would shift traffic from local roads, which are maintained and serviced by Middlesex County and its municipalities, to Route 92, which would be maintained by NJTA. Because Route 92 would be a limited-access highway, it is likely that its accident rate would be relatively low. Police services on Route 92 would be provided by the New Jersey State Police.
WC027	Carnevale, Kaye	KC-2	See response to comment TSTC2-10.
WC027	Carnevale, Kaye	KC-3	The air quality analysis described in Section 4.2.6 of the DEIS indicates that future air quality would be slightly better with proposed Route 92 than without it.
WC027	Carnevale, Kaye	KC-4	Please see responses to PRRA-3; SCJT-1; SCJT-7; SBTMG-8; SBTTV-3, and MKS-6.
WC027	Carnevale, Kaye	KC-5	See response to AMEC-4.
WC028	Kumar, Rakesh & Renee	RRK-1	Please see the response to comment TP2-2.

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WC028	Kumar, Rakesh & Renee	RRK-2	See response to comment CD2-4.
WC028	Kumar, Rakesh & Renee	RRK-3	In selecting a contractor to prepare the EIS, only firms with no prior involvement with the Route 92 project were considered in order to provide an independent analysis with maximum objectivity and minimum bias. The selection of CDM and the transportation subcontractor, Urbitran Associates, reflected that policy. Neither firm had previously worked on the proposed Route 92 project. Furthermore, preparation of the EIS is under the direction of the US Army Corps of Engineers and all EIS work products must receive Corps approval, not NJTA approval. This was done to prevent conflict of interest. CDM's prior work with NJTA was on contracts unrelated to proposed Route 92, and was performed by staff members who have not worked on this EIS.
WC029	Anonymous individual	UNK2-1	The South Brunswick Township Landfill, off New Road adjacent to Sondek Park, is inactive as a landfill but is listed as an active contaminated site by NJDEP. A branch of Devil's Brook runs past the foot of the landfill upstream of the proposed Route 92 right-of-way.
WC029	Anonymous individual	UNK2-2	Comment noted.
WC030	Yuell, Robert	RY-1	See response to comment SCLL2-18.
WC030	Yuell, Robert	RY-2	The regional traffic modeling conducted to assess the need for, and effectiveness of the alternatives is extensively presented in Section 1 of the EIS, as well as in Appendix C. Additional analysis of project need was conducted to respond to public input, and the results are presented in White Paper No. 1.
WC030	Yuell, Robert	RY-3	The DEIS does not state that proposed Route 92 would spur development "along" US Route 1, but rather that Route 92 could encourage development at its interchange with US Route 1. The interchange area is currently zoned for development.
WC030	Yuell, Robert	RY-4	Please see responses to PRRA-3; SCJT-1; SCJT-7; SBTMG-8; SBTTV-3, and MKS-6.
WC030	Yuell, Robert	RY-5	Please see responses to comments SCLL2-41a and TP-1.
WC030	Yuell, Robert	RY-6	As stated in Section 4.2.5 of the DEIS, a cultural resources assessment conducted by Richard Grubb & Associates in 2002 concluded that there is a low probability that proposed Route 92 would affect archaeological properties, which include Native American sites. Please see also the responses to comments BP-2 and JC-3.
WC030	Yuell, Robert	RY-7	None of the wetlands that would be filled or shaded during construction of proposed Route 92 have been classified as exceptional quality wetlands. Please see also the responses to comments DR-4 and NJDEP-7.
WC031	Matthews, Anne	AM-1	Please see response to comment SBTJB-1.
WC031	Matthews, Anne	AM-2	Please see response to comment TSTC3-3.
WC032	Narra, Aditya	AN-1	Comment noted.
WC033	Maxam, Elsie	EM-1	Please see the response to comment DR-4.
WC034	Shah, Dharmesh	DSH-1	See response to comment ETM-1.
WC034	Shah, Dharmesh	DSH-2	Please see the response to comment DR-4.
WC035	Lynch, Judy	JL-1	Please see the responses to comments TSTC2-6, SBTTV-3, and SBPD-2.
WC036	P., Bob	BP-1	See response to comment TSTC2-10.
WC036	P., Bob	BP-2	As stated in Section 4.2.4 of the DEIS, approximately 210 acres of land currently in agricultural use would be used for construction of proposed Route 92, and Route 92 would interfere with access to an additional 78 acres of agricultural land.
WC036	P., Bob	BP-3	Please see response to comment TSTC3-4.
WC037	Barney, Bill	BBR-1	Widening of US Route 1 with or without signal removal was evaluated in detail as an alternative to proposed Route 92. See Sections 2 and 4 of the EIS for a discussion of the performance of this alternative.
WC038	Ramus, Grace	GRA-1	Increased truck traffic throughout the region is one reason for the construction of a roadway to improve east-west connections in the area between Route 1 and the NJ Turnpike. The project would result in some potentially undesirable localized impacts that would be addressed through mitigation. The DEIS is sensitive to the need to address such impacts, and suggests a truck restriction on the section of

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			Ridge Road/Heathcote Road between NJ Route 27 and US Route 1 as a possible mitigation to reduce impacts of the projected increase in truck traffic resulting from the construction of Route 92. The overall shift in traffic and the establishment of east-west high-speed connections would positively impact regional mobility, which is the purpose of the project. Please see also the response to comment SCLL2-52a.
WC038	Ramus, Grace	GRA-2	Proposed Route 92 would not decimate Kingston. Please see the response to comment KVAC-3.
WC038	Ramus, Grace	GRA-3	Please see response to comment TSTC3-4.
WC039	Herbert, David E.	DEH-1	Comment concurred with.
WC039	Herbert, David E.	DEH-2	Comment concurred with.
WC040	Dietrich, Jim	JD-1	Comment concurred with.
WC040	Dietrich, Jim	JD-2	Comment concurred with.
WC040	Dietrich, Jim	JD-3	Comment concurred with.
WC040	Dietrich, Jim	JD-4	Comment noted.
WC040	Dietrich, Jim	JD-5	Comment noted.
WC040	Dietrich, Jim	JD-6	Commenter notes extensive existing traffic using existing Route 522, and notes that it does not connect well with major arteries.
WC040	Dietrich, Jim	JD-7	Comment concurred with.
WC041	Callery, Elizabeth	ECA-1	Proposed Route 92 has been designed to minimize impacts to the environment and to existing residences.
WC041	Callery, Elizabeth	ECA-2	See response to comment SCLL2-21d.
WC041	Callery, Elizabeth	ECA-3	See response to comment SCLL2-18.
WC042	D'Andrade, Laura S.	LSD-1	Please see response to comment TSTC3-3.
WC043	Miller, Beth	BM-1	See response to comment TSTC2-10.
WC043	Miller, Beth	BM-2	Proposed Route 92 has been designed to minimize impacts to wetlands. Birds, squirrels and deer would continue to be plentiful in the area after construction of Route 92.
WC044	Monti, Paul	PM-1	Proposed Route 92 is designed to mitigate traffic problems caused by ongoing growth in the area and the region. If Route 92 is not built, much of the currently undeveloped land could be developed in other ways, generating additional traffic while limiting options for dealing with it.
WC044	Monti, Paul	PM-2	Please see response to comment TSTC3-3.
WC044	Monti, Paul	PM-3	Please see responses to PRRA-3; SCJT-1; SCJT-7; SBTMG-8; SBTIV-3, and MKS-6.
WC044	Monti, Paul	PM-4	A range of alternatives is considered in the EIS, including transportation demand management and transportation management strategies; however, the extensively suburban nature of development in this region makes "non-car-centric" options, such as mass transit, difficult to implement, and typically results in low transit ridership, which does not reduce auto-dependent travel needs.
WC045A	Angelakos, Matina & Marios Avgousti	MA1-1	Comment concurred with.
WC045B	Angelakos, Matina	MA2-1	Comment noted.
WC046	Plainsboro Twp, Robert O. Sheehan	PLTRS-1	Comment noted.
WC046	Plainsboro Twp, Robert O. Sheehan	PLTRS-2	Commenter highlights that significant environmental impacts are attributable to new local road alignments, consistent with the alternatives analysis performed for the EIS.
WC047	Plainsboro Twp, Arthur Lehrhaupt	PLTAL-1	Comment noted.

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WC047	Plainsboro Twp, Arthur Lehrhaupt	PLTAL-2	Comment noted.
WC048	Plainsboro Twp, Peter Cantu	PLTPC-1	Comment noted.
WC048	Plainsboro Twp, Peter Cantu	PLTPC-2	Comment noted.
WC048	Plainsboro Twp, Peter Cantu	PLTPC-3	Comment noted.
WC048	Plainsboro Twp, Peter Cantu	PLTPC-4	Comment noted.
WC048	Plainsboro Twp, Peter Cantu	PLTPC-5	Comment noted.
WC048	Plainsboro Twp, Peter Cantu	PLTPC-6	Comment noted.
WC049	Middlesex County, George M. Ververides	MCGV2-1	Commenter identified significant increase in congestion on local roads in the project area, consistent with the traffic analyses conducted for the EIS.
WC049	Middlesex County, George M. Ververides	MCGV2-2	Comment noted.
WC049	Middlesex County, George M. Ververides	MCGV2-3	Comment concurred with.
WC049	Middlesex County, George M. Ververides	MCGV2-4	Comment concurred with.
WC049	Middlesex County, George M. Ververides	MCGV2-5	Comment concurred with.
WC049	Middlesex County, George M. Ververides	MCGV2-6	Comment concurred with.
WC049	Middlesex County, George M. Ververides	MCGV2-7	See response to comment CGSC-6.
WC049	Middlesex County, George M. Ververides	MCGV2-8	Comment noted.
WC049	Middlesex County, George M. Ververides	MCGV2-9	Comment noted.
WC049	Middlesex County, George M. Ververides	MCGV2-10	Comment noted.
WC049	Middlesex County, George M. Ververides	MCGV2-11	Comment noted.
WC049	Middlesex County, George M. Ververides	MCGV2-12	Comment noted.
WC049	Middlesex County, George M. Ververides	MCGV2-13	Comment noted.
WC049	Middlesex County, George M. Ververides	MCGV2-14	Comment noted.
WC049	Middlesex County, George M. Ververides	MCGV2-15	Comment noted.
WC049	Middlesex County, George M. Ververides	MCGV2-16	Comment noted.
WC049	Middlesex County, George M. Ververides	MCGV2-17	Commenter notes that Route 522, with or without an extension to the NJ Turnpike, will not provide sufficient road network capacity to meet future needs, consistent with the traffic modeling analysis conducted for the EIS.
WC049	Middlesex County, George M. Ververides	MCGV2-18	Commenter finds the EPA modified no-build alternative fails to meet project purpose, consistent with the analysis in the EIS.

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WC050	Princeton Forrestal Center, Robert J. Wolfe	PFCRW-1	Comment noted.
WC050	Princeton Forrestal Center, Robert J. Wolfe	PFCRW-2	Comment noted.
WC050	Princeton Forrestal Center, Robert J. Wolfe	PFCRW-3	Comment noted.
WC050	Princeton Forrestal Center, Robert J. Wolfe	PFCRW-4	Comment noted.
WC050	Princeton Forrestal Center, Robert J. Wolfe	PFCRW-5	Commenter notes that the need for Route 92 has been intensifying for three decades. The traffic modeling analysis evaluated only current and future (year 2028) road system conditions.
WC051	Hopewell Twp, Jon Edwards		Comment group WC051 is a combination of comment groups PH35 and WC080. Please see the responses to comments HOTJE-1 through HOTJE-8 and HOTWP-1 through HOTWP-17.
WC052	Perrine Road Residents Assoc., Betsy Sherer	PRRA-1	Please see the response to comment SBTTV-3.
WC052	Perrine Road Residents Assoc., Betsy Sherer	PRRA-2	See response to comment SBTTV-2.
WC052	Perrine Road Residents Assoc., Betsy Sherer	PRRA-3	The alternatives analysis presented in the DEIS evaluates a wide range of road system improvements and transit options; eight alternatives were evaluated involving improvements to existing roads, and six alternatives were evaluated involving construction of new roads. The DEIS also looks at the combined effect of several alternatives, as presented in subsection 2.4.6.
WC052	Perrine Road Residents Assoc., Betsy Sherer	PRRA-4	Please see response to comment PAI-3.
WC052	Perrine Road Residents Assoc., Betsy Sherer	PRRA-5	The DEIS does not assume proposed Route 92 is needed; rather, the DEIS demonstrates the need for improved east-west mobility in the project area. The no-action alternative is not a plan; it is a device used to compare the effects of doing nothing beyond what is already planned and funded with the effects of implementing the proposed action, in this case proposed Route 92. Alternatives suggested by USEPA are addressed in sections 2.4.1 and 2.6.2 of the DEIS.
WC052	Perrine Road Residents Assoc., Betsy Sherer	PRRA-6	See response to LWV-6.
WC052	Perrine Road Residents Assoc., Betsy Sherer	PRRA-7	See DEIS, Appendix C, Part A
WC052	Perrine Road Residents Assoc., Betsy Sherer	PRRA-8	The traffic model was carefully validated for recent traffic conditions. A large portion of future traffic in the study area will be generated by new development, for which current origin-destination patterns may not be relevant.
WC052	Perrine Road Residents Assoc., Betsy Sherer	PRRA-9	See response to comment SBPD-2.
WC052	Perrine Road Residents Assoc., Betsy Sherer	PRRA-10	See response to comment SCLL2-18.
WC053	Sierra Club, NJ Chapter, Central Group, Edward Pfeiffer	CGSC-1	The USEPA Suggested Alignment would have greater impact on parkland and open space than proposed Route 92 because, in addition to passing through the Plainsboro Preserve, the USEPA Suggested Alignment would pass through Plainsboro Community Park and through private land proposed for open space as part of Wicoff Estates and Windwood at Plainsboro residential subdivisions. The DEIS does not state that the USEPA Suggested Alignment would have greater impact on the Plainsboro Preserve than proposed Route 92.

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WC053	Sierra Club, NJ Chapter, Central Group, Edward Pfeiffer	CGSC-2	Please see the response to comments SCLL2-36 and SCLL2-38 regarding the use of the FHWA wetlands functional assessment and the determination of wetland resource values relative to habitats of threatened or endangered species, respectively. Literature searches and field surveys were conducted to complete the wildlife studies for this project, as reported in the DEIS. With regard to mitigation wetlands, wetland replacement projects that are properly planned, designed, and constructed according to the design can be and have been successful. USACE and other federal and state agencies have evaluated wetland mitigation projects and have developed stringent review criteria and standards for mitigation plans and permit conditions to incorporate those standards into permits to improve wetland mitigation success. The project proposes approximately a 4.5:1 ratio of created wetlands to filled wetlands and a net gain in wetland area, even though the "no net loss" policy might suggest a 1:1 ratio is required. Final design plans and construction specifications will be required to include mitigation wetlands so there is a net gain of wetlands as a result of this project.
WC053	Sierra Club, NJ Chapter, Central Group, Edward Pfeiffer	CGSC-3	As discussed in the DEIS, the evaluation for protected species utilized a multistep process starting with literature searches of habitat preferences and features of protected species, followed by the review of area maps to identify potentially suitable habitat for protected species. Lastly, field surveys were completed to search for protected species in the project area. Staff members from the New Jersey Division of Fish, Game and Wildlife (NJDFGW) were consulted regarding habitat usage, field search methodologies and proper times for conducting field surveys. In short, standard methodologies were employed for the completion of wildlife and habitat surveys, and these methodologies were reviewed by and accepted by the NJDFGW prior to the initiation of the field studies.
WC053	Sierra Club, NJ Chapter, Central Group, Edward Pfeiffer	CGSC-4	<p>The Van Pelt-Clark House was destroyed by fire on August 12, 2000. No further information is available.</p> <p>With respect to the Dey-Bayles House, South Brunswick Township construction official Anthony Lombardo sent a "Notice of Unsafe Structure" and "Notice of Imminent Hazard" to South Brunswick Industrial Park Association, owner of the property, on March 18, 1998. The notice stated that the buildings on the property were uninhabitable and had to be demolished. South Brunswick issued a permit for demolition of a barn on the property in March 1998 and a permit for demolition of the Dey-Bayles House and other associated buildings in May 1998.</p> <p>Details on the Ayres-Lane farmstead are provided in a combined Phase I and Phase II cultural resources investigation of the proposed Route 92 alignment completed by Hunter Research in 1996. Hunter stated that although the house retained some historic integrity, the building's extremely deteriorated condition greatly diminished its architectural significance. Hunter observed that the property has no outstanding historical associations and is an unexceptional example of traditional building practice in central New Jersey in the early-to-mid 19th century. Hunter also believed the archaeological research potential of the Ayres-Lane farmstead had been "suitably exhausted" by the Phase I and II surveys already completed. Hunter concluded that the property did not meet the criteria for inclusion in the National Register of Historic Places. Richard Grubb & Associates concurred with this conclusion in 2002.</p>
WC053	Sierra Club, NJ Chapter, Central Group, Edward Pfeiffer	CGSC-5	The Plainsboro Preserve is currently affected by noise from the Amtrak Northeast Corridor rail line, which abuts the west side of the Preserve, and from a roadway that abuts the east side of the Preserve. According to the New Jersey Transit train schedule, 102 NJT passenger trains per weekday use this rail line; an additional 32 Amtrak trains are estimated to also use this rail line for a total of 134 passenger trains per day, or approximately 6 trains per hour on average (more during peak hours). In addition, freight trains use the rail line. Noise receptor location R-9, which is located near the Preserve and is considered representative of the Preserve site, had a background noise level of 49.7 dBA. The addition of Route 92 peak-hour traffic noise to the background noise would increase the peak-hour noise level to 55 dBA. The predicted noise increase from Route 92 traffic would be 5.3 dBA. Projected noise levels immediately adjacent to proposed Route 92 in the Plainsboro Preserve are anticipated to increase by 7-9 dBA. According to FHWA guidance (See EIS Table 3-12), a 5-dBA increase or greater is considered a perceptible change. Therefore, the overall potential noise impacts to the Plainsboro Preserve are anticipated to be perceptible during peak-hour traffic conditions and minor (less than 5 dBA) during non-peak traffic hours. A literature search conducted by the United States Army Construction Engineering Laboratory (Larkin, Ronald. "Effects of Military Noise on Wildlife: A Literature Review." USA CERL Technical Report. January 1996) included

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			<p>non-military vehicle noise impacts on wildlife. It concluded that although vehicle noise can interfere with animal communication essential for reproduction, it found that people afoot may cause stronger behavioral reactions than people in vehicles. The survey concluded that the effects of noise on wildlife vary from serious to nonexistent in different species and situations. Some of the results of the literature survey found that:</p> <p>Burrowing owls largely ignored road traffic. Sometimes they became alert or moved when nearby road traffic increased, but nesting productivity was unaffected. Anurans (frogs and toads) reproduction was negatively affected by noise from highway traffic. Sandhill cranes were undisturbed by highway traffic and the lack of response was attributed to acclimation to the traffic noise. Several studies were conducted by the United States and the Netherlands on the effects of vehicle traffic on birds. A review of field data found that several species of birds showed significant differences in breeding densities close to roads that were attributed to traffic noise near the road; however the data did not indicate a strong correlation connecting noise as opposed to other factors related to distance from the road in impacting breeding densities. A study of herds of elk subjected to logging activity and road traffic speculated that elk showed less behavioral reaction to disturbance when forested habitat ("cover") was available nearby than in more uniformly open habitat. The conclusions of the survey are that traffic noise might have an impact on certain species of wildlife, but that generally, wildlife would not be adversely affected.</p>
WC053	Sierra Club, NJ Chapter, Central Group, Edward Pfeiffer	CGSC-6	<p>Treatment of runoff from proposed Route 92 would occur primarily in stormwater management basins (SMBs), bioretention swales leading to the SMBs, and manufactured treatment devices installed within the highway structure. The stormwater management system was previously designed to comply with the NJ regulations in effect prior to the 2004 Stormwater Management Rules. The stormwater management system has been redesigned to comply with the 2004 rules, which require removal of 80 percent of total suspended solids (TSS) from the stormwater. The previously proposed SMBs only had a TSS removal efficiency of 40 to 60 percent. The 2004 regulations require a stormwater management maintenance plan that contains specific preventive and corrective maintenance tasks, schedules, cost estimates, and contact information for responsible personnel. The 2004 regulations require that basins be evaluated for debris at least four times a year and after every rainfall event greater than 1 inch. Grassed areas are to be mowed at least once a month during the growing season. The SMBs and other treatment devices would protect wetlands and wildlife by regulating runoff volume, velocity, and quality.</p>
WC053	Sierra Club, NJ Chapter, Central Group, Edward Pfeiffer	CGSC-7	<p>The literature does not indicate that wetlands can not be constructed. The literature and the experience it reflects indicate that wetland construction sometimes fails and sometimes succeeds. The keys to success are collection of adequate information on site hydrology prior to design and careful design based on the hydrological data collected. In addition, creation of forested wetland requires several decades for mature trees to grow. Please see also the response to comment SBMWA2-7.</p>
WC053	Sierra Club, NJ Chapter, Central Group, Edward Pfeiffer	CGSC-8	<p>USACE has extensive experience with a wide variety of transportation projects. Each project is unique with respect to environmental impacts. The Corps' decision to issue or not to issue a permit for proposed Route 92 must be based primarily on available information and analysis related to the proposed highway, rather than on the outcomes of other projects.</p>
WC054	Dowgin, Cathy	CD-1	<p>The DEIS followed standard planning procedures, including defining the No-Build network to include all approved highway improvements for which funding has been committed.</p>
WC054	Dowgin, Cathy	CD-2	<p>Numerous comments were submitted asserting that the DEIS fails to adequately address project impacts west of its terminus at US Route 1. Several of the comments assert that impacts to towns, villages and historic sites west of Route 27 in Somerset and Mercer counties were not addressed. In other words, the comments assert that the DEIS study area was too small and did not extend sufficiently north and west. The Route 92 study area includes the area most likely to be affected by the project. This area does not extend beyond Kingston to communities in Mercer County or other parts of Somerset County, because the analysis shows that proposed Route 92 would not impact these communities. This is demonstrated by the traffic analysis, which shows that proposed Route 92, compared to the No Action alternative, would not increase total traffic west of US Route 1 (see Table 4-3a and Section 4.2.1.3 in the FEIS). An increase in truck traffic on Ridge Road/Heathcote Road is predicted by</p>

Commenter Code	Commenter	Comment #	Response
			the modeling, which results in a mitigation recommendation to ban large trucks from Ridge/Heathcote Road (unless responding to an emergency or making a delivery). Traffic modeling indicates that west of Route 27, the effect of proposed Route 92 dissipates quickly to no impact. Towns such as Hopewell, which is 8 miles from the Route 92 terminus, would receive no measurable traffic or other effects from the project.
WC054	Dowgin, Cathy	CD-3	The Route 92 project would result in higher traffic volumes on US Route 1 immediately south of the Route 92-Route 1 interchange. As part of the project, to accommodate this additional traffic, US Route 1 would be widened from four lanes to six lanes from the Route 92 interchange south to approximately the Plainsboro border, a distance of approximately one half mile.
WC054	Dowgin, Cathy	CD-4	See response to comment BBN-1.
WC054	Dowgin, Cathy	CD-5	The transportation modeling analysis conducted for the DEIS indicated a need for roadway capacity in the study area beyond that provided by Route 522. Please see also the responses to comments SBTTV-3 and SBPD-2.
WC054	Dowgin, Cathy	CD-6	Please see response to comment PAI-3.
WC054	Dowgin, Cathy	CD-7	NJTA states that bond proceeds are being held in reserve for construction of proposed Route 92. The bonds will be redeemed using toll revenue from the entire turnpike system and the Garden State Parkway. NJTA finds it unlikely that insufficient toll revenue will be available to pay off the bonds.
WC054	Dowgin, Cathy	CD-8	Table 4-15 in the DEIS shows estimated travel time changes, ranging up to an 18-minute savings, for peak hour trips between 6 representative points within the Traffic Study Area. The traffic model developed for the DEIS estimates that more than 2,000 drivers (and their passengers) would each save more than 20 minutes during the morning peak hour each day; and that an additional 7,700 peak-hour drivers (and their passengers) would each save more than 10 minutes each morning. During the afternoon peak hour, projected travel time savings are more modest. Still, about 2,400 drivers (and their passengers) are projected to each save more than 10 minutes each day. In all, projected peak-hour travel time savings are about 8,000 vehicle-hours per day.
WC054	Dowgin, Cathy	CD-9	Under the NJDEP 2004 Stormwater Management Rules, the required recharge has to equal the pre-construction rate or has to infiltrate the difference in the pre- and post-construction 2-year storm runoff. This rule prevents the construction of the roadway from significantly changing the existing characteristics of the ground and surface waters in terms of quantity. With respect to water quality, the 2004 rules are more stringent than previous regulations and this is reflected in the updated design of the management practices.
WC054	Dowgin, Cathy	CD-10	Please see the response to comment JC-7.
WC055	Inverso, Peter, NJ State Senator, 14th District	PAI-1	Comment noted. Please see also the response to comment DJ2-2.
WC055	Inverso, Peter, NJ State Senator, 14th District	PAI-2	The public comment process conducted for the DEIS provides broad opportunity for input from the local community and officials of South Brunswick on the alternatives reviewed. The widening of Route 1, potential improvements to Route 522, and Bus Rapid Transit are extensively evaluated in the DEIS. The FEIS provides additional detail on these alternatives as part of the response to public comment. The long history of Route 92 has allowed the issues and concerns regarding Route 92 to be documented extensively, and for such input to have resulted in improvements to the project design so as to lower environmental impacts.
WC055	Inverso, Peter, NJ State Senator, 14th District	PAI-3	Community-based conflict resolution processes similar to the Penns Neck EIS roundtable are most effective when done in conjunction with EIS scoping to refine the list of alternatives to be evaluated in the EIS. After a Draft EIS has been published, the process is less likely to be useful. The Route 92 Draft EIS considered a wide array of alternatives and sub-alternatives including US Route 1 widening, a 2-lane Route 92, reduced number of interchanges, local road alternatives, and TDM measures. After many years of Route 92 environmental review and alternatives identification and evaluation, the likelihood that there are meritorious alternatives that have not previously been examined is low. In view of the above, the benefits of a roundtable process at this time are not evident.

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WC056	Dayton Village Citizens' Coalition, Robert Tucker	DVCC-1	As explained in Section 3.3.4.2 of the DEIS, the delineation method in the 1987 Corps of Engineers Wetlands Delineation Manual was used in preparing the USACE EIS because that method identifies wetlands within USACE jurisdiction. Use of the methodology outlined in the Federal Manual for Identifying and Delineating Jurisdictional Wetlands (Federal Interagency Committee on Wetland Delineation, 1989) results in delineation of wetlands outside USACE jurisdiction. If the 1989 manual could be used, permanent wetland impacts would increase by 1.63 acres and temporary wetland impacts would increase by 0.41 acres.
WC056	Dayton Village Citizens' Coalition, Robert Tucker	DVCC-2	Comment noted. Please see the response to comment SCLL2-38.
WC056	Dayton Village Citizens' Coalition, Robert Tucker	DVCC-3	See response to comment AMEC-1.
WC056	Dayton Village Citizens' Coalition, Robert Tucker	DVCC-4	Please see the response to comment SCLL2-73.
WC056	Dayton Village Citizens' Coalition, Robert Tucker	DVCC-5	A portion of the wetland mitigation plan is included in Appendix G of the FEIS.
WC057	Sierra Club, NJ Chapter, Laura Lynch	SCLL1-1	Please see the responses to comments CGSC-7 and SBMWA2-7.
WC057	Sierra Club, NJ Chapter, Laura Lynch	SCLL1-2	See response to comment SBPD-2.
WC057	Sierra Club, NJ Chapter, Laura Lynch	SCLL1-3	See response to comment NB-8.
WC057	Sierra Club, NJ Chapter, Laura Lynch	SCLL1-4	See response to comment BBN-1.
WC057	Sierra Club, NJ Chapter, Laura Lynch	SCLL1-5	Please see the response to comment DC-6.
WC057	Sierra Club, NJ Chapter, Laura Lynch	SCLL1-6	The transportation modeling analysis conducted for the DEIS indicated a need for roadway capacity in the study area beyond that provided by Route 522. Implementation of the proposed Penns Neck improvements is included in the No Action alternative used in the EIS to help gauge the impacts of proposed Route 92. Changes projected to occur if Route 92 is built are in addition to changes projected to occur as a result of the Penns Neck improvements.
WC057	Sierra Club, NJ Chapter, Laura Lynch	SCLL1-7	See response to AMEC-4.
WC057	Sierra Club, NJ Chapter, Laura Lynch	SCLL1-8	Please see response to comment PAI-3.
WC058A	Peters, Joe	JPE2-1	Please see White Paper No. 2 in Section 2 of this volume and also the response to comment CM-5. Capacity improvements to the mainline Turnpike would not address the need for improved east-west mobility in the region.
WC058B	Peters, Joe	JPE1-1	Please see the response to comment DC-6.
WC058B	Peters, Joe	JPE1-2	Please see the response to comment DW-5.
WC058B	Peters, Joe	JPE1-3	For each Screenline crossing, "through" (or "regional") traffic is defined as trips with neither end in the town (or towns) served by that particular portion of road. (For the Dey Road screenline crossing, for example, "through" trips are trips with neither end in the town of Plainsboro. For the CR-522 crossing, "through" trips are trips with neither end in the town of South Brunswick.)
WC058B	Peters, Joe	JPE1-4	Comment noted.
WC058B	Peters, Joe	JPE1-5	Comment noted.
WC058B	Peters, Joe	JPE1-6	Comment noted. The EIS contains nothing to suggest that opponents of proposed Route 92 are against organized labor.
WC058B	Peters, Joe	JPE1-7	Section 2 of the EIS provides a summary comparison of the projected traffic impacts of proposed Route 92 to the projected traffic impacts of numerous alternatives. Traffic modeling results for the alternatives are provided in Appendix C of the EIS.

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WC058B	Peters, Joe	JPE1-8	Please see response to comment TSTC3-4.
WC058B	Peters, Joe	JPE1-9	Please see the response to comment DW-5.
WC058B	Peters, Joe	JPE1-10	Extending the truck lanes of the NJ Turnpike farther south would not address the need for additional east-west travel capacity in central New Jersey.
WC059	Environmental Defense, Tri-State Transportation Campaign, Sierra Club-NJ Chapter, and NJ Public Interest Research Group, James Tripp & Edward Lloyd	EDTST-1	The traffic analysis followed the standard practice of using the best available estimates of peak hour trip generation for the land uses in the study area, without necessarily defining the exact times during which the peak hours occur. Peak hours are different on different roads and on different segments of the same road. Sufficient traffic data are not available to directly indicate the peak hour on each segment of each road.
WC059	Environmental Defense, Tri-State Transportation Campaign, Sierra Club-NJ Chapter, and NJ Public Interest Research Group, James Tripp & Edward Lloyd	EDTST-2	See response to comment TSTC2-9.
WC059	Environmental Defense, Tri-State Transportation Campaign, Sierra Club-NJ Chapter, and NJ Public Interest Research Group, James Tripp & Edward Lloyd	EDTST-3	The commenters' request for data will be processed.
WC059	Environmental Defense, Tri-State Transportation Campaign, Sierra Club-NJ Chapter, and NJ Public Interest Research Group, James Tripp & Edward Lloyd	EDTST-4	Mainline traffic volumes on the New Jersey Turnpike have little relevance to the need for or projected effectiveness of proposed Route 92. Vehicles on the turnpike mainline could be traveling anywhere. The most relevant data is the Interchange 8A data presented in Appendix C of the EIS, because it represents vehicles traveling to or from the area in which Route 92 would be built.
WC059	Environmental Defense, Tri-State Transportation Campaign, Sierra Club-NJ Chapter, and NJ Public Interest Research Group, James Tripp & Edward Lloyd	EDTST-5	Comment noted.
WC059	Environmental Defense, Tri-State Transportation Campaign, Sierra Club-NJ Chapter, and NJ Public Interest Research Group, James Tripp & Edward Lloyd	EDTST-6	The US Route 1 volumes approaching the signal at Ridge Road shown in the HCS table do not include the vehicles that exit US Route 1 prior to the signal.
WC059	Environmental Defense, Tri-State Transportation Campaign, Sierra Club-NJ Chapter, and NJ Public Interest Research Group, James Tripp & Edward Lloyd	EDTST-7	Any new road has some potential to induce travel. As stated in Section 2.3 of the EIS, the potential for additional highway-capacity-induced trips can be offset by transportation demand management (TDM) measures. NJTA indicates that it supports such measures, and has implemented park-and-ride lots at New Jersey Turnpike interchanges. With respect to growth-induced travel, analysis of growth patterns and policies in and near the proposed Route 92 corridor indicates that under current conditions, approved and planned development accounts for such a high proportion of available land that there is very little potential for any proposed project, including Route 92, to induce growth that would not otherwise occur. In addition, proposed Route 92 would be a limited access highway with interchanges only at locations where growth is already occurring.

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WC059	Environmental Defense, Tri-State Transportation Campaign, Sierra Club-NJ Chapter, and NJ Public Interest Research Group, James Tripp & Edward Lloyd	EDTST-8	Please see response to comment NJPIRG-3.
WC060	Sensible Transportation Options Partnership, Lincoln Hollister	STOP-1	Please see the response to comment NJDEP-5.
WC060	Sensible Transportation Options Partnership, Lincoln Hollister	STOP-2	No noise measurements were taken at the Audubon Nature Center. However, the measured noise level at location R-9 was 49.7 dBA. R-9 is considered representative of background noise levels at the nature center because both are quiet locations away from major roads. The Audubon Nature Center is located approximately 4,000 feet from the Amtrak Northeast Corridor rail line and would be located approximately 3,000 feet away from Route 92. The predicted noise level at the Audubon Nature Center generated by adding Route 92 peak-hour traffic would be 51.8 dBA, which is a noise level increase of 2.1 dBA. According to FHWA studies, a 3-dBA increase or less is considered a barely perceptible change by humans. Therefore, the potential noise impacts to Audubon Nature Center are anticipated to be minor.
WC060	Sensible Transportation Options Partnership, Lincoln Hollister	STOP-3	All approved highway improvements for which funding has been committed were included in the traffic analysis, as per standard planning procedures.
WC060	Sensible Transportation Options Partnership, Lincoln Hollister	STOP-4	The traffic model assumed that a Penns Neck bypass would be built. Without such a bypass, the need for Route 92 would be somewhat greater.
WC060	Sensible Transportation Options Partnership, Lincoln Hollister	STOP-5	Please see response to comment PAI-3.
WC061	Chrinko, Frank	FCH-1	Traffic is not a nonenvironmental matter; it is an important aspect of the human environment. The primary purpose of proposed Route 92 is to improve regional mobility by improving traffic flow. Extensive traffic analysis was required to determine the degree to which Route 92 would achieve this purpose.
WC061	Chrinko, Frank	FCH-2	Please see the response to comment SBTTV-3.
WC061	Chrinko, Frank	FCH-3	Properties along existing Route 32 would continue to be accessible without paying a toll on proposed Route 92, as explained in Section 4.2.13.1 of the DEIS.
WC061	Chrinko, Frank	FCH-4	Route 522 is extensively considered in the DEIS. It was included in the traffic modeling analysis both as an existing roadway and as a widened highway. The increase in roadway capacity provided by Route 522 and the proposed connection to Route 535, and to NJ Turnpike Interchange 8A via Route 535, is needed to meet local demands for travel through South Brunswick. Expansion of Route 522 will be required to meet future travel demand. Such an expansion was found to exhibit significant adverse land use, noise, safety, and dislocation impacts.
WC061	Chrinko, Frank	FCH-5	USACE participation in a commission to further assess the need for proposed Route 92 would not be appropriate. The need for proposed Route 92 is being addressed in this EIS, which is being prepared by the USACE in accordance with NEPA and USACE regulations (33 CFR Part 325, Appendix B). When the EIS process is complete, USACE will have the information it needs, including assessment of the project need, to decide whether or not to issue a permit for Route 92.
WC061	Chrinko, Frank	FCH-6	See response to CD-2.
WC062	Carringer, Nancy	NC-1	Please see the response to comment SBTTV-3.
WC062	Carringer, Nancy	NC-2	See response to comment SBTTV-2.
WC062	Carringer, Nancy	NC-3	Please see response to comment TSTC3-4.
WC062	Carringer, Nancy	NC-4	Please see the response to comment DRCC-3.

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WC062	Carringer, Nancy	NC-5	The traffic analyses in the DEIS are based on a customized traffic model described in the DEIS, Appendix C, Part A. For each Screenline crossing, "local" traffic is defined as trips with at least one end in the town (or towns) served by that particular portion of road. (For the Dey Road screenline crossing, for example, "local" trips are trips with at least one end in the town of Plainsboro. For the CR-522 crossing, "local" trips are trips with at least one end in the town of South Brunswick.)
WC063	Wymer, William	WW-1	Comment noted.
WC063	Wymer, William	WW-2	Comment noted.
WC063	Wymer, William	WW-3	Comment noted.
WC063	Wymer, William	WW-4	Comment noted.
WC063	Wymer, William	WW-5	Comment noted.
WC063	Wymer, William	WW-6	Comment noted.
WC064	Halmo, Mark	MH-1	Please see the response to comment NJDEP-5.
WC064	Halmo, Mark	MH-2	Please see the response to comment SBTTV-3.
WC064	Halmo, Mark	MH-3	Please see the responses to comments FCA-3, PRRA-3, SCJT-1, SCJT-7, SBTMG-8, SBTTV-3, and MKS-6.
WC065	Tri-State Transportation Campaign, Sierra Club-NJ Chapter, NJ Environmental Lobby, NJ Public Interest Research Group, and NJ Environmental Federation, Jon Orcutt et al.	TSTC-1	See response to comment BBN-1.
WC065	Tri-State Transportation Campaign, Sierra Club-NJ Chapter, NJ Environmental Lobby, NJ Public Interest Research Group, and NJ Environmental Federation, Jon Orcutt et al.	TSTC-2	See response to comment SCLL2-21d.
WC065	Tri-State Transportation Campaign, Sierra Club-NJ Chapter, NJ Environmental Lobby, NJ Public Interest Research Group, and NJ Environmental Federation, Jon Orcutt et al.	TSTC-3	See response to comment SCLL2-21d.
WC065	Tri-State Transportation Campaign, Sierra Club-NJ Chapter, NJ Environmental Lobby, NJ Public Interest Research Group, and NJ Environmental Federation, Jon Orcutt et al.	TSTC-4	Pursuant to input from NJ's Office of Smart Growth during the preparation of the DEIS, the evaluation of effects of the project on sprawl was expanded. A limited access design for proposed Route 92 is consistent with smart growth principles because such a design does not improve access to lands adjacent to its right of way (unlike the sprawl-inducing effect of improving local roadways). In addition, the great amount of development occurring in the project area in the past decade, coupled with the as yet unbuilt but municipally approved development projects indicate that local land use decisions contribute to the need for expanded east-west highway capacity. This growth has occurred without the presence of proposed Route 92, and is projected to continue, with or without Route 92.
WC065	Tri-State Transportation Campaign, Sierra Club-NJ Chapter, NJ Environmental Lobby, NJ Public Interest Research Group, and NJ Environmental Federation, Jon Orcutt et al.	TSTC-5	Determining which of the alternatives might constitute the most cost-effective investment is a function of how the benefits and impacts of a project are distributed; geographically, economically, and socially. The vote of the NJ Legislature to authorize the NJ Turnpike Authority to pursue implementation of Route 92 is an indicator of the regional importance and value of the project.
WC066	Southgate, David	DSO-1	Lighting to be installed as part of proposed Route 92 has not yet been designed. Pole-mounted area lighting is available that shines down but not to the side, reducing impacts beyond the area to be illuminated.

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WC066	Southgate, David	DSO-2	See response to comment BBN-1.
WC066	Southgate, David	DSO-3	The capacity improvement resulting from widening both US Route 1 and Route 522 is similar to the sum of their separate contributions to system road capacity. However, traffic modeling indicated that while widening US Route 1 and eliminating intersections provided substantial increases in road network capacity, much of the capacity that would be created (to link the project study area to the NJ Turnpike) would be quickly absorbed by the very high demand for north-south local travel. Interchange improvements at the intersection of Route 522 and US Route 1 are planned independent of the outcome of the EIS. Significant and comparatively high local impacts are associated with widening Route 522, and for that reason this element of the commenter's proposal was not advanced for further study; however, the US Route 1 widening was advanced for detailed analysis in the EIS.
WC066	Southgate, David	DSO-4	USACE does not agree that the environmental impact of improving US Route 1 is "misrepresented" in the DEIS.
WC066	Southgate, David	DSO-5	The sum of environmental impacts from a combined US Route 1 and Route 522 widening were found to be comparatively significant compared to other alternatives, and for this reason this combination of projects was not considered for detailed study. A number of traffic control measures, including prohibition of truck traffic on Heathcote Road, have been recommended in the EIS to reduce the potential indirect effects of increased truck traffic in Kingston.
WC066	Southgate, David	DSO-6	Proposed Route 92 is a response to development that has already occurred or is in the process of occurring.
WC066	Southgate, David	DSO-7	Please see the responses to comments AG-1, JC-7, JPO1-2, MCGV1-2, and SBMWA-7.
WC067	Renk, Dorothy & Ronald	DR-1	Please see the response to comment SBTTV-3.
WC067	Renk, Dorothy & Ronald	DR-2	As shown in Table 8 of Appendix B of the DEIS, vehicular emissions of volatile organic compounds (VOCs) are projected to decline from 1.17 tons per hr (tph) to 0.35 tph with proposed Route 92 and to 0.38 tph without Route 92. The Route 92 projection represents a 70-percent reduction in VOC emissions. Acrolein is a VOC, and would therefore be expected to decrease by a comparable amount.
WC067	Renk, Dorothy & Ronald	DR-3	See response to comment CD2-4.
WC067	Renk, Dorothy & Ronald	DR-4	As shown in Table 4-11 in the DEIS, construction of proposed Route 92 would result in filling of approximately 11.58 acres of wetlands and 0.45 acres of open water, and shading of approximately 1.16 acres of wetlands. To compensate for these permanent impacts, approximately 56 acres of new wetlands and 1 acre of open water would be created, a ratio of approximately 4 new wetland acres to each wetland acre filled or shaded. An excerpt of the wetland mitigation plan is included in Appendix G of the FEIS. Alternatives with smaller wetland impacts do not meet the project purpose or have other adverse impacts that outweigh the reduction in wetland impacts (see Section 2 of the DEIS).
WC067	Renk, Dorothy & Ronald	DR-5	Both the negative and positive impacts of proposed Route 92 would be concentrated in the local area.
WC067	Renk, Dorothy & Ronald	DR-6	Please see response to comment SBTJB-1.
WC068	Pollack, Jeremy	JPO2-1	Please see response to comment CD-7.
WC068	Pollack, Jeremy	JPO2-2	See response to comment SCLL2-21d.
WC068	Pollack, Jeremy	JPO2-3	Please see response to comment CD-7.
WC068	Pollack, Jeremy	JPO2-4	Please see the responses to comments KVFC-4, PRRA-3, SCJT-1; SCJT-7; and SBTMG-8.
WC068	Pollack, Jeremy	JPO2-5	Implementation of proposed Route 92 would realign the southwestern end of Perrine Road, turning the existing southwestern portion of Perrine Road into a dead end. Realigned Perrine Road would pass over Route 92 and would still connect to Schalks Crossing Road. Currently, vehicles can cross Route 32 between Herrod Boulevard and Commerce Drive. After replacement of Route 32 with proposed Route 92, traffic would have to divert approximately one-half mile to Cranbury-South River Road before crossing. Other public roads would pass over or under Route 92 along their current paths. As stated in Section 4.2.4 of the DEIS, proposed Route 92 would use approximately 210 acres of land currently in agricultural use,

Commenter Code	Commenter	Comment #	Response
			and would interfere with access to an additional 78 acres.
WC068	Pollack, Jeremy	JPO2-6	See response to comment AMEC-1.
WC068	Pollack, Jeremy	JPO2-7	See response to comment CD-9. No changes to the aquifer are expected, so no accommodations would be needed.
WC068	Pollack, Jeremy	JPO2-8	See response to comment TSTC2-9.
WC069	Appleby, Vernon D.	VDA-1	Comment noted.
WC070	Richardson, Phyllis	PR-1	Comment noted.
WC071	R. Johnson, Kenneth	KRJ-1	Commenter indicates that local traffic has increased because needed highway arteries have not been built, and observes that municipally-approved growth is primarily responsible for increase in traffic on local roads.
WC071	R. Johnson, Kenneth	KRJ-2	Comment noted.
WC072	Thokkadam, Anto	AT-1	The proposed 300-foot right-of-way of Route 92 would occupy approximately 35 acres of currently open space in Plainsboro.
WC073	Terhaar, Jennifer	JTE-1	Please see the response to TSTC-4.
WC074	Reilly, Mike	MRE-1	Comment noted.
WC075	NJ Alliance for Action, Clifford Heath	NJAA-1	Commenter notes that proposed Route 92 would serve traffic growth experienced in the project area.
WC076	Leandro, Richard and Geri	GLE2-1	The commenter is concerned about the proximity of the proposed Route 92 toll booths to his home. The commenter's house is immediately across Friendship Road from the proposed toll plaza, approximately 300 feet from the toll booths, 200 feet from the associated building, and 160 feet from the parking lot.
WC077	Princeton Twp Planning Board	PCMP-1	Comment noted.
WC078	Tri-State Transportation Campaign	TSTC-1	See response to comment BBN-1.
WC078	Tri-State Transportation Campaign	TSTC-2	See response to comment SCLL2-21d.
WC078	Tri-State Transportation Campaign	TSTC-3	See response to comment SCLL2-21d.
WC078	Tri-State Transportation Campaign	TSTC-4	Please see response to comment TSTC3-3.
WC078	Tri-State Transportation Campaign	TSTC-5	Please see response to comment TSTC3-4.
WC079	Tate, George Henry Jr., et al.	VAR-1	Comment noted.
WC080	Hopewell Twp, Vanessa Sandom	HOTWP-1	In accordance with federal regulations, EPA's objection to an NJDEP permit placed the permit action within the jurisdiction of USACE.
WC080	Hopewell Twp, Vanessa Sandom	HOTWP-2	NJDEP issued a freshwater wetlands fill permit for proposed Route 92 after EPA had objected to issuance of the permit.
WC080	Hopewell Twp, Vanessa Sandom	HOTWP-3	As noted in Section 6 of the DEIS, the freshwater wetlands fill permit issued for proposed Route 92 by NJDEP expired on March 29, 2004. NJTA's application for a new permit has not been acted on.
WC080	Hopewell Twp, Vanessa Sandom	HOTWP-4	See response to CD-2.
WC080	Hopewell Twp, Vanessa Sandom	HOTWP-5	See response to comment TSTC2-10.
WC080	Hopewell Twp, Vanessa Sandom	HOTWP-6	See response to comment BBN-1.
WC080	Hopewell Twp, Vanessa Sandom	HOTWP-7	See response to comment CD2-4.

Commenter Code	Commenter	Comment #	Response
WC080	Hopewell Twp, Vanessa Sandom	HOTWP-8	Please see the responses to comments SBT AZ-2 and SBMWA2-7.
WC080	Hopewell Twp, Vanessa Sandom	HOTWP-09	The traffic analysis performed for the EIS indicates that proposed Route 92 would not have a significant impact on traffic or level of service on Route 518.
WC080	Hopewell Twp, Vanessa Sandom	HOTWP-10	Please see responses to PRRA-3; SCJT-1; SCJT-7; SBTMG-8; SBT TV-3, and MKS-6.
WC080	Hopewell Twp, Vanessa Sandom	HOTWP-11	See response to FRWTP-23.
WC080	Hopewell Twp, Vanessa Sandom	HOTWP-12	Please see response to comment TSTC3-4.
WC080	Hopewell Twp, Vanessa Sandom	HOTWP-13	The air quality impact analysis indicates that air quality would improve with or without proposed Route 92, primarily in response to more stringent federal emissions standards. With Route 92, regional vehicular emissions of carbon monoxide (CO), nitrogen oxide (NOx) and volatile organic compounds (VOCs) would be reduced by 35 to 88 percent compared to existing conditions. CO and VOC reductions would be slightly smaller without Route 92. With Route 92, CO ambient concentrations at the worst congested intersections in the study area would also be further reduced.
WC080	Hopewell Twp, Vanessa Sandom	HOTWP-14	Please see response to comment CD-7.
WC080	Hopewell Twp, Vanessa Sandom	HOTWP-15	Please see the response to HOTJE-8.
WC080	Hopewell Twp, Vanessa Sandom	HOTWP-16	Please see response to comment HOTJK-5.
WC080	Hopewell Twp, Vanessa Sandom	HOTWP-17	Please see response to comment SBTJB-1.
WC081	Rocky Hill Borough	RHBOR-1	Please see response to comment HOTWP-1.
WC081	Rocky Hill Borough	RHBOR-2	Please see response to comment HOTWP-2.
WC081	Rocky Hill Borough	RHBOR-3	Please see response to comment HOTWP-3.
WC081	Rocky Hill Borough	RHBOR-4	See response to CD-2.
WC081	Rocky Hill Borough	RHBOR-5	See response to comment TSTC2-10.
WC081	Rocky Hill Borough	RHBOR-6	See response to comment BBN-1.
WC081	Rocky Hill Borough	RHBOR-7	See response to comment CD2-4.
WC081	Rocky Hill Borough	RHBOR-8	Please see the responses to comments SBT AZ-2 and SBMWA2-7.
WC081	Rocky Hill Borough	RHBOR-9	The traffic analysis performed for the EIS indicates that proposed Route 92 would not have a significant impact on traffic or level of service on Route 518.
WC081	Rocky Hill Borough	RHBOR-10	Please see responses to PRRA-3; SCJT-1; SCJT-7; SBTMG-8; SBT TV-3, and MKS-6.
WC081	Rocky Hill Borough	RHBOR-11	See response to FRTWP-23.
WC081	Rocky Hill Borough	RHBOR-12	Please see response to comment TSTC3-4.
WC081	Rocky Hill Borough	RHBOR-13	See response to FRTWP-22.
WC081	Rocky Hill Borough	RHBOR-14	Please see response to comment CD-7.
WC081	Rocky Hill Borough	RHBOR-15	Please see the response to HOTJE-8.
WC081	Rocky Hill Borough	RHBOR-16	Please see response to comment HOTJK-5.
WC081	Rocky Hill Borough	RHBOR-17	Please see response to comment SBTJB-1.
WC082	Franklin Twp	FRTWP-1	Please see response to comment HOTWP-1.
WC082	Franklin Twp	FRTWP-2	Please see response to comment HOTWP-2.
WC082	Franklin Twp	FRTWP-3	Please see response to comment HOTWP-3.

Commenter Code	Commenter	Comment #	Response
WC082	Franklin Twp	FRTWP-4	NJTA did not override USEPA by applying to USACE for a wetlands fill permit. Under federal regulations at 40 CFR 233.50, when NJDEP and USEPA disagree over issuance of a wetlands permit, USACE must process the permit application. NJTA applied to USACE because that is what the regulations require.
WC082	Franklin Twp	FRTWP-5	See response to CD-2.
WC082	Franklin Twp	FRTWP-6	In selecting a contractor to prepare the EIS, only firms with no prior involvement with the Route 92 project were considered in order to provide an independent analysis with maximum objectivity and minimum bias. This was done to prevent conflict of interest. The selection of CDM and the transportation subcontractor, Urbitran Associates, reflected that policy. Neither firm had previously worked on the proposed Route 92 project. Furthermore, preparation of the EIS is under the direction of the US Army Corps of Engineers and all EIS work products must receive Corps approval, not NJTA approval. CDM's prior work with NJTA was on contracts unrelated to proposed Route 92 and was performed by staff members who have not worked on this EIS.
WC082	Franklin Twp	FRTWP-7	The cited situation refers to the disputed results of an economic study for a project sponsored by USACE. For the proposed Route 92 project, USACE is conducting its statutory federal review and environmental analysis responsibilities with respect to a permit application submitted by a state authority.
WC082	Franklin Twp	FRTWP-8	See response to CD-2.
WC082	Franklin Twp	FRTWP-9	The statement of purpose and need describes the specific traffic issues that have been identified in the study area, and it also responds to NJ State policies such as Smart Growth. Also, please see the response to DC-6.
WC082	Franklin Twp	FRTWP-10	See response to comment TSTC2-10.
WC082	Franklin Twp	FRTWP-11	Please refer to the responses to comment TP2-2 regarding traffic west of US Route 1, comment TSTC-4 regarding sprawl, and comment HOTWP-13 regarding regional air quality.
WC082	Franklin Twp	FRTWP-12	See response to comment TSTC2-10.
WC082	Franklin Twp	FRTWP-13	See response to comment BBN-1.
WC082	Franklin Twp	FRTWP-14	See response to comment CD2-4.
WC082	Franklin Twp	FRTWP-15	Please see the responses to comments SBTAZ-2 and SBMWA2-7.
WC082	Franklin Twp	FRTWP-16	Please see responses to PRRA-3; SCJT-1; SCJT-7; SBTMG-8; SBTIV-3, and MKS-6.
WC082	Franklin Twp	FRTWP-17	See response to FRWTP-23.
WC082	Franklin Twp	FRTWP-18	Please see response to comment TSTC3-4.
WC082	Franklin Twp	FRTWP-19	See response to FRTWP-22.
WC082	Franklin Twp	FRTWP-20	Air quality modeling performed for the DEIS indicates that proposed Route 92 would not increase air pollution relative to the alternatives, including the alternative of taking no action. Therefore, Route 92 would not increase the likelihood that New Jersey would lose federal funding because of air pollution.
WC082	Franklin Twp	FRTWP-21	See response to comment SCLL2-18.
WC082	Franklin Twp	FRTWP-22	Please see the response to comment HOTWP-13.
WC082	Franklin Twp	FRTWP-23	<p>Bus Rapid Transit (BRT) is recognized in the DEIS as a potential traffic congestion-reducing measure. Recognition of BRT's potential led to the initiation in 2004 of the Central New Jersey Route 1 BRT Alternatives Analysis, managed by New Jersey Transit and advanced in collaboration with NJDOT, DVRPC and NJTPA. The study is an outgrowth of the work of the Central New Jersey Transportation Forum and the Greater Mercer Transportation Management Association. A report of the study issued in February 2006 estimates that a BRT system would increase the percentage of work trips using transit from a range of 2% to 4% to a range of 5% to 9% in the core study area of Plainsboro, West Windsor, Princeton Township and Princeton Boro. The report estimates that the BRT system would cost \$600 million to \$700 million to implement. The study is continuing.</p> <p>Previous analyses have suggested that a BRT system, together with smart growth land use development, implementation of travel demand reduction strategies and</p>

Commenter Code	Commenter	Comment #	Response
			highway improvements could reduce the anticipated growth in roadway congestion. This is the same conclusion reached in the Route 92 EIS and indicates, as stated in the EIS, that BRT could be a complement to the proposed Route 92 project but not a substitute for it.
WC082	Franklin Twp	FRTWP-24	Please see response to comment CD-7.
WC082	Franklin Twp	FRTWP-25	The part of proposed Route 92 that would be closest to Franklin Township would be in South Brunswick, three-quarters of a mile from the Franklin Township border. The area between proposed Route 92 and Franklin Township is served by volunteer emergency services stationed in Kingston in South Brunswick. Only on rare occasions may Franklin Township be called upon to provide emergency services on Route 92.
WC082	Franklin Twp	FRTWP-26	Extension of Route 92 beyond the Route 1 terminus is not part of the current project design, and previous studies for Route 92 rejected a connection to Route 206 due to significant potential environmental effect. Such a connection is not an element of the Route 92 project.
WC082	Franklin Twp	FRTWP-27	Several commenters raised the issue of segmentation, claiming that the proposed project is a part of a larger project to extend the road to Route 27 and/or US Route 206. There is no segmentation issue because there is no evidence that Route 92 would generate pressure to extend the road to Route 27 or Route 206. Those proposals are outdated and no longer under consideration. The proposed project terminates at US Route 1 because an efficient link between US Route 1 and the NJ Turnpike. There is no longer an incentive to extend Route 92 west of US Route 1 because a) it would not serve the project purpose and b) the environmental constraints that exist between Route 1 and Route 27 would preclude highway development there.
WC082	Franklin Twp	FRTWP-28	USACE does not accept the commenter's characterization of the impacts of proposed Route 92. NJTA has no plan to extend proposed Route 92 west of US Route 1.
WC082	Franklin Twp	FRTWP-29	Please see response to comment HOTJK-5.
WC082	Franklin Twp	FRTWP-30	Please see response to comment SBTJB-1.
WC082	Franklin Twp	FRTWP-31	Please see response to comment SBTJB-1.
WC082	Franklin Twp	FRTWP-32	Proposed Route 92 is designed to improve the flow of traffic in central New Jersey, rather than to benefit any particular corporation or municipality.
WC083	South Brunswick Twp	SBTWP-1	Comment concurred with.
WC083	South Brunswick Twp	SBTWP-2	See response to comment BBN-1.
WC083	South Brunswick Twp	SBTWP-3	See response to AMEC-4.
WC083	South Brunswick Twp	SBTWP-4	As discussed on page 4-101 of the DEIS, the US Route 1 alternative would provide temporary employment, mainly for workers from outside the local area, and stimulate local spending during the construction period.
WC083	South Brunswick Twp	SBTWP-5	See response to AMEC-4.
WC084	Hopewell Twp		The comments in comment group WC084 are the same as those in comment group WC080. Please see the responses to comments HOTWP-1 through HOTWP-17.
WC085	Plainsboro Twp	PLTWP-1	Commenter finds that the DEIS adequately addresses the advantages and disadvantages of the potential alternatives.
WC085	Plainsboro Twp	PLTWP-2	Commenter observes that the DEIS assesses how the alternatives conform to New Jersey Smart Growth policies.
WC085	Plainsboro Twp	PLTWP-3	Comment noted.
WC085	Plainsboro Twp	PLTWP-4	Comment noted.
WC085	Plainsboro Twp	PLTWP-5	Commenter states increasing truck traffic on local roads should be addressed with a limited access route.
WC085	Plainsboro Twp	PLTWP-6	Comment noted.
WC085	Plainsboro Twp	PLTWP-7	Comment concurred with.

Commenter Code	Commenter	Comment #	Response
WC085	Plainsboro Twp	PLTWP-8	Commenter states that the DEIS provides information that a four lane limited access highway between Int. 8A and Route 1 is the best alternative to meet transportation, community and environmental needs of the area.
WC086	Rocky Hill Borough		The comments in comment group WC086 are the same as those in comment group WC081. Please see the responses to comments RHBOR-1 through RHBOR-17.
WC087	Princeton Twp	PRTWP-1	Commenter finds that the DEIS adequately addresses the advantages and disadvantages of the potential alternatives.
WC087	Princeton Twp	PRTWP-2	Commenter observes that the DEIS assesses how the alternatives conform to New Jersey Smart Growth policies.
WC087	Princeton Twp	PRTWP-3	Comment noted.
WC087	Princeton Twp	PRTWP-4	Comment noted.
WC087	Princeton Twp	PRTWP-5	Commenter states increasing truck traffic on local roads should be addressed with a limited access route.
WC087	Princeton Twp	PRTWP-6	Comment noted.
WC087	Princeton Twp	PRTWP-7	Comment concurred with.
WC087	Princeton Twp	PRTWP-8	Commenter states that the DEIS provides information that a four lane limited access highway between Interchange 8A and Route 1 is the best alternative to meet transportation, community and environmental needs of the area.
WC088	South Brunswick Senior Advisory Council	SBSAC-1	Comment noted.
WC088	South Brunswick Senior Advisory Council	SBSAC-2	No evidence has been found or offered to indicate that proposed Route 92 would decrease the region's aesthetics and property values. Local aesthetic impacts are predicted along the Route 92 corridor but the effect on the region would be negligible.
WC088	South Brunswick Senior Advisory Council	SBSAC-3	See response to comment TSTC2-10.
WC088	South Brunswick Senior Advisory Council	SBSAC-4	Please see the response to comment HOTWP-13.
WC088	South Brunswick Senior Advisory Council	SBSAC-5	As stated in Section 4.2.13.1 of the DEIS, acquisition of the right-of-way for proposed Route 92 would displace four residential properties, all in South Brunswick.
WC089	Masticola, Steve	SM-1	The statement of work was described by the lead agency, USACE, as part of a memorandum of understanding between the USACE and NJTA. The USACE, as lead agency, reviewed and approved the scope and purpose and need of the DEIS along with the geographic boundaries of the DEIS study area. The individuals responsible for preparation of the DEIS are identified in Section 7 of the DEIS. The DEIS was prepared in accordance with NEPA and USACE regulations to assist the USACE in reaching an informed decision on an application for a Department of the Army permit, pursuant to Section 404 of the Clean Water Act, 33 U.S.C. Section 1344.
WC089	Masticola, Steve	SM-2	The statement of purpose and need describes the specific traffic issues that have been identified in the study area, and it also responds to NJ State policies such as Smart Growth. Also, please see the responses to comments DC-6 and WWCTA-1.
WC089	Masticola, Steve	SM-3	Please see the response to comment HOTJE-8.
WC089	Masticola, Steve	SM-4	See response to comment CD-2.
WC089	Masticola, Steve	SM-5	The EIS contract is a public record that can be obtained by following procedures for access to public documents.
WC089	Masticola, Steve	SM-6	Please see the response to comment FRTWP-6.
WC089	Masticola, Steve	SM-7	Comment noted.
WC089	Masticola, Steve	SM-8	Please see the response to DW-5.
WC089	Masticola, Steve	SM-9	Please see response to comment SBTJB-1.
WC089	Masticola, Steve	SM-10	See response to comment TSTC2-10.

Commenter Code	Commenter	Comment #	Response
WC089	Masticola, Steve	SM-11	Please see response to comment MVPC1-6.
WC089	Masticola, Steve	SM-12	Please see response to comment DW-9.
WC089	Masticola, Steve	SM-13	Please see the response to comment FRTWP-27.
WC089	Masticola, Steve	SM-14	Earlier environmental studies prepared for proposed Route 92 considered the alternative of a six-lane Route 522 (three lanes in each direction), and the alternative was re-examined for the DEIS - both with and without an extension to the NJ Turnpike. Please see the response to DRCC-3.
WC089	Masticola, Steve	SM-15	Section 2.4.2 of the DEIS specifically considers effects of extending Route 522 to the NJ Turnpike.
WC089	Masticola, Steve	SM-16	EPA participated as a cooperating agency in the EIS process for proposed Route 92. Representatives of EPA and the other cooperating agencies met with USACE to discuss a preliminary DEIS, which was revised and issued as the DEIS. EPA reviewed the DEIS and submitted comments that are included in this section as comment group WC154.
WC089	Masticola, Steve	SM-17	The DEIS traffic analysis indicates that vehicles would use US Route 1 to access the western terminus of Route 92. The analysis indicates that the addition of Route 92 would not significantly change traffic volumes on roads west of Route 1.
WC089	Masticola, Steve	SM-18	Please see the responses to comments SBTTV-3 and DRCC-3.
WC089	Masticola, Steve	SM-19	Detailed traffic modeling conducted for the DEIS indicates that proposed Route 92 would not "draw non-local traffic ... to many local roads to the west of the western terminus." Also, please see the response to HOTJE-8.
WC089	Masticola, Steve	SM-20	The DEIS traffic analysis indicates that the intersections of Route 27 with Heathcote Road/Laurel Avenue and Route 27 with Church Street/Academy Street would not be affected significantly by the addition of Route 92.
WC089	Masticola, Steve	SM-21	Traffic modeling indicates that the only significant negative traffic impact west of US Route 1 would be an increase in truck traffic on Ridge Road/Heathcote Road between Route 1 and Route 27 and on Laurel Avenue, which functions as a continuation of Heathcote Road north of Route 27. For more specific information, see Section 4.2.1.3 of the FEIS. As discussed in Section 5.3.10 of the DEIS, this impact could be mitigated by imposing truck restrictions on Ridge Road/Heathcote Road between US Route 1 and Route 27.
WC089	Masticola, Steve	SM-22	See response to DW-10 and FRTWP-23.
WC089	Masticola, Steve	SM-23	Please see response to comment PRRA-3.
WC089	Masticola, Steve	SM-24	New analysis completed for the USACE EIS includes air, noise, traffic, and stormwater runoff modeling; analysis of the potential impact of habitat fragmentation; assessment of historic and archaeological resources; land use and zoning analysis; assessment of aesthetic impacts to residences, socioeconomic and demographic analysis; assessment of environmental justice issues; updating of the list of potentially affected private wells; and evolution of the US Route 1 Widening alternatives, the alternative of a two-lane Route 92, and the alternative of eliminating the proposed Perrine Road interchange. In addition, NJDEP reviewed and verified the previous wetland delineation.
WC089	Masticola, Steve	SM-25	Use of specific quantitative thresholds for elimination of alternatives is appealing in theory, but is problematic in practice. It can lead to rejecting an otherwise superior alternative that slightly exceeds one threshold while accepting an alternative that comes close to exceeding every threshold. The thresholds themselves tend to be subjective. No objective thresholds exist for displacement of residences. No threshold exists for proposed filling of wetlands, but federal regulations establish requirements for mitigation of wetland impacts. Where standard thresholds exist, such as those used to assess noise impacts, they were used in the DEIS.
WC089	Masticola, Steve	SM-26	USACE and its contractors reviewed the prior alternatives analysis before using material from it. USACE and its contractors do not consider the material from the prior alternatives analysis that was used in the DEIS to be biased. The DEIS was a collaborative effort; attempts to identify individuals who made specific decisions related to the DEIS are not appropriate.

Committer Code	Committer	Comment #	Response
WC089	Masticola, Steve	SM-27	The No Action alternative included road system improvements that were understood to have a high probability of implementation. This included the Penns Neck improvements, and plans for local road system improvements that were contained in municipal transportation master plans.
WC089	Masticola, Steve	SM-28	Comment noted.
WC089	Masticola, Steve	SM-29	See response to FRTWP-23.
WC089	Masticola, Steve	SM-30	The estimated range in VMT reduction of 5-10% is based on examination of the TDM measures currently in use in the study area and on studies done of the typical effectiveness of VMT reduction strategies in suburban travel areas. The range is broad in recognition of the dynamic nature of TDM measures in a particular area. The intent was not to quantify the exact VMT reduction percentage but to evaluate whether TDM measures alone could substantially meet the purpose and need for the project.
WC089	Masticola, Steve	SM-31	While widening Dey Rd is predicted to displace 18 families, Section 4.2.13.1 and Table 2-6 of the EIS indicate 4 residences would be displaced by proposed Route 92.
WC089	Masticola, Steve	SM-32	Please see response to comment SM-19 and HOTJE-8.
WC089	Masticola, Steve	SM-33	Please see response to comment SM-19 and HOTJE-8.
WC089	Masticola, Steve	SM-34	Widening Plainsboro-Cranbury Road would create direct impacts to historic resources. Proposed Route 92 would terminate at Route 1, east of the Village of Kingston. There is potential for an indirect effect on Kingston by increased truck traffic using Heathcote Road and Laurel Avenue, and for this reason the EIS recommends mitigation for this potential impact by implementing traffic calming measures and by precluding truck traffic from entering the Village along Ridge Road/Heathcote Road. An expanded discussion of impacts to Kingston has been included in Section 4.2.1.3 of the FEIS.
WC089	Masticola, Steve	SM-35	The three businesses that may not be able to function on a smaller lot caused by US Route 1 widening are a gasoline station (now closed), a foreign car repair shop, and an auto dealership (recently opened as Brunswick Kia).
WC089	Masticola, Steve	SM-36	See response to comment SM-21.
WC089	Masticola, Steve	SM-37	The improvements and restrictions included in the US Route 1 widening and signal removal alternative were devised by USACE and its EIS team to increase the capacity of Route 1 as much as possible in order to maximize the effectiveness of this alternative in the comparative evaluation of alternatives.
WC089	Masticola, Steve	SM-38	See pages 4-102 and 103 of the DEIS for a specific interchange by interchange description of the existing businesses that could be dislocated. The implementation of signal removal and replacement with grade-separated interchanges has been previously considered by NJDOT. Meetings with NJDOT indicate that proposals to replace additional intersections with interchanges as outlined in the DEIS have not been included in NJDOT's capital plans and funding proposals because past evaluations have indicated limited effectiveness and high cost.
WC089	Masticola, Steve	SM-39	The Route 522/US Route 1 interchange improvements were started after the Alternatives analysis was prepared. Only one ramp, from southbound US Route 1 to eastbound Route 522, has been added. This information has been updated in the FEIS.
WC089	Masticola, Steve	SM-40	See response to comment SM-21.
WC089	Masticola, Steve	SM-41	It is unlikely that land in the proposed Route 92 right-of-way could become part of a certified Agricultural Development Area. In April 2000, South Brunswick Township proposed creation of an Agricultural Development Area (ADA) containing approximately 2,700 acres of farmland, including 80 acres of the proposed Route 92 right-of-way. The Middlesex County Agricultural Development Board (MCADB) approved the ADA but excluded the 80 acres of the proposed Route 92 right-of-way from the ADA. The Appellate Division of the Superior Court of New Jersey upheld the exclusion, stating that avoidance of conflict with a "proposed State superhighway" was a "reasonable and appropriate criterion" for a county ADB to apply in excluding land from an ADA.
WC089	Masticola, Steve	SM-42	Comment noted.

Commenter Code	Commenter	Comment #	Response
WC089	Masticola, Steve	SM-43	In general, halving the traffic volume without changing the vehicle speed would generate about a 3 dBA reduction in noise. Since distance from the edge of the two-lane highway to sensitive receptors would be about double compared to the four-lane highway an additional 6 dBA reduction is realized. It was estimated in the EIS that the difference between the two-lane and four-lane highways would be about 5-10 dBA. However, by 2028 it is anticipated that traffic volumes on the two-lane road would be at 125% of capacity, still 25% less than traffic volumes for the four-lane highway, but the difference in noise levels would only be about 5 dBA. Although there may be a minor noise benefit with the two-lane highway, increased traffic congestion along the roadway by 2028 would increase air pollution levels along the corridor. Restricting the line of sight does generally reduce travel speeds along highways but also increases vehicle accidents, which becomes a safety issue.
WC089	Masticola, Steve	SM-44	Construction of impervious roadway shoulders are required for either a divided 2-lane or 4-lane configuration. The shoulders are about the width of a travel lane. Thus, a 2-lane configuration would have 75% of the runoff of a 4-lane configuration.
WC089	Masticola, Steve	SM-45	Proposed Route 92 would pass through active farmland whether it has two lanes or four lanes. Impacts to farmland were discussed in Section 4.2.4 of the DEIS.
WC089	Masticola, Steve	SM-46	Proposed Route 92 would pass through the northern end of the Plainsboro Preserve. Impacts to the Plainsboro Preserve are discussed in Section 4.2.1.2 of the EIS.
WC089	Masticola, Steve	SM-47	The degree to which each alternative met purpose and need and minimized environmental effect was based on its benefits and impacts relative to the other alternatives considered. The hierarchy of impacts associated with each alternative was presented in DEIS Table 2-6.
WC089	Masticola, Steve	SM-48	See response to comment SM-21.
WC089	Masticola, Steve	SM-49	Please see the response to comment NJDEP-5.
WC089	Masticola, Steve	SM-50	See response to comment TSTC2-9.
WC089	Masticola, Steve	SM-51	See response to DW-1.
WC089	Masticola, Steve	SM-52	Please see response to comment SBTJB-1.
WC090	NJ Dept. of Environmental Protection, Gary Sondermeyer	NJDEP-1	Please see the responses to comments SCJT-3 and SCLL2-41a.
WC090	NJ Dept. of Environmental Protection, Gary Sondermeyer	NJDEP-2	The Environmental Education Center operated by the New Jersey Audubon Society at the Plainsboro Preserve is at the southeastern end of McCormack Lake, approximately half a mile from proposed Route 92. Route 92 would include a bridge over the Amtrak rail line that passes along the northwestern boundary of the Plainsboro Preserve. An existing trail by which hikers currently access the northern portion of the preserve would pass under the bridge. The existing trail would be blocked at a point farther east where it currently crosses the proposed Route 92 right-of-way. Please see also the response to comment AMEC-3.
WC090	NJ Dept. of Environmental Protection, Gary Sondermeyer	NJDEP-3	Wood turtle surveys were conducted on October 3 and 10, 1995, and on May 12, May 26, June 9 and June 23, 1996. The 1995 surveys extended 300 feet from the proposed Route 92 right-of-way. The 1995 surveys covered all potentially suitable stream banks, the wetlands associated with Devil's Brook, and adjacent upland fields. The 1996 surveys extended along Devil's Brook 1,000 feet from the proposed right-of-way, and included wetlands and adjacent upland forests and fields.
WC090	NJ Dept. of Environmental Protection, Gary Sondermeyer	NJDEP-4	The proposed alignment would cut across the northern end of the large grassland area east of McCormack Lake, leaving intact a large expanse of grassland habitat that would continue to be capable of supporting bobolink and Savannah sparrow. Further mitigation for grassland habitat suggested by the commenter will be considered if the project plans are advanced.
WC090	NJ Dept. of Environmental Protection, Gary Sondermeyer	NJDEP-5	<p>According to this comment, the New Jersey Landscape Project classifies McCormack Lake and surrounding emergent wetlands as foraging habitat for a recently established nesting pair of bald eagles. A telephone conversation with Mr. Mike Valent of the NJDEP Division of Fish and Wildlife (DFW) on December 15, 2004, confirmed the presence of this pair near Carnegie Lake, which is on the border of Plainsboro and Princeton (see Appendix F of the FEIS).</p> <p>The Landscape Project maps bald eagle foraging habitat using a model based on the location of all known bald eagle nests. To run the model, all water bodies from the</p>

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			<p>NJDEP Land Use/Land Cover database having an area greater than 19.8 acres (8 hectares) are included. A radius around the nest is incrementally increased, one cell (16.4 feet or 5 meters) at a time, until an area of 2.6 square miles (660 hectares) of open water has been identified. All emergent wetland patches within 295 feet (90 meters) of the identified water body are selected. The emergent wetland patches are merged with the open water area. A 295-foot (90-meter) buffer is added to the combined water/emergent wetland area to protect perching sites. Therefore, the designated foraging habitat extends a maximum of 590 feet from a water body.</p> <p>The eagle nest is in an area already subject to disturbance from nearby housing developments and traffic on US Route 1 and other roads. The closest point on Carnegie Lake is approximately 3 miles from McCormack Lake. McCormack Lake and its adjacent emergent wetlands are approximately 900 feet south of the proposed Route 92 right-of-way. This is approximately 310 feet beyond the maximum 590-foot foraging area.</p> <p>Proposed Route 92 would not impact any open water areas greater than 19.8 acres (8 hectares), nor would it impact any emergent wetlands adjacent to or near McCormack Lake. Based on the significant distance between the McCormack Lake foraging area and proposed Route 92, and the fact that no open water or emergent wetlands in this vicinity will be impacted, it is not anticipated that proposed Route 92 would adversely affect this bald eagle nesting pair or its foraging habitat.</p>
WC090	NJ Dept. of Environmental Protection, Gary Sondermeyer	NJDEP-6	<p>The New Jersey Division of Fish and Wildlife (DFW) defines vernal pools as meeting the following criteria:</p> <ul style="list-style-type: none"> ▪ Confined wetland depressions (either natural or manmade) without a permanently flowing outlet ▪ Hold water for at least two contiguous months between March and September ▪ Dry up during the year or are otherwise free of breeding fish populations ▪ Demonstrate breeding activity of various reptile and amphibian species (as per NJDF lists) <p>Vernal pools exhibit high biodiversity and are necessary for the survival of several amphibian species, including endangered species.</p> <p>A map produced by Rutgers University Center for Remote Sensing and Spatial Analysis (CRSSA) was used as a general guide for identifying potential vernal pools within the study area. Because of their ephemeral nature and small size, locating vernal pools with conventional mapping is a challenging task. CRSSA developed a suite of computer-aided techniques to identify and delineate vernal pools in New Jersey using on-screen digitizing, image processing and GIS-based classification techniques. To determine the potential for occurrence of vernal pools in the vicinity of proposed Route 92, the CRSSA maps were used as a general reference and these areas were investigated in the field. Areas investigated consisted of forested wetlands known not to be perpetually flooded throughout the study area, as well as adjacent cultivated fields. Actively cultivated fields throughout the study area were eliminated from consideration as they are routinely disturbed, especially in spring.</p> <p>Vernal pools within the project area were informally surveyed in June and July by DMJM+HARRIS qualified environmental and wetland scientists. All forested wetlands within the study area were preliminarily investigated, whether or not potential vernal pools were shown on the CRSSA maps. DMJM+HARRIS scientists were also accompanied by Brian Zarate, NJDEP vernal pool specialist during one field investigation in June. Confirmation and certification of potential vernal pools was not possible when the field surveys were conducted, as all confined depressions observed at the site were devoid of water, thereby not providing conditions conducive to amphibian and reptile breeding. All potential vernal pools were assigned a number and data forms were completed for each. Potential vernal pools found within the study area contain evidence of inundation, usually consisting of matted leaf litter, water marks on trees, adventitious roots, and lack of vegetation within the depression indicating that the area was submerged significantly long enough to forestall vegetative growth due to severe anaerobic conditions. Any vegetative species surrounding or within the depressions was noted and recorded. These depressions, which may potentially meet the criteria listed above in other months, were marked, measured, and photographed for future reference and observation. In addition, the approximate location of each depression was indicated on a map.</p>

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			All potential vernal pools identified within the project study area are situated within a large wetland complex determined to be of intermediate resource value by the NJDEP in the 2002 LOI. Therefore, these potential vernal pools would likely be classified as intermediate resource value unless it can be demonstrated that they are being used by threatened or endangered reptiles or amphibians. None of the potential vernal pools identified in the study area are situated within the Route 92 right-of-way and none would be impacted by the proposed project.
WC090	NJ Dept. of Environmental Protection, Gary Sondermeyer	NJDEP-7	Proposed Route 92 would run through a band of cleared land between two forested east-west wildlife corridors, the Devil's Brook corridor and the Broadway Swamp/Shallow Brook corridor. West of the 90-degree turn in Friendship Road, the Devil's Brook corridor turns southwest, crosses the proposed right-of-way of Route 92, and joins the Shallow Brook corridor. Where Route 92 would cross the Devil's Brook corridor, the proposed design includes a 525-foot bridge over Devil's Brook and a 520-foot bridge over the Amtrak railroad line. These bridges would provide two broad passageways for north-south movement of wildlife.
WC090	NJ Dept. of Environmental Protection, Gary Sondermeyer	NJDEP-8	Comment concurred with.
WC090	NJ Dept. of Environmental Protection, Gary Sondermeyer	NJDEP-9	See response to comment KGA1-3.
WC090	NJ Dept. of Environmental Protection, Gary Sondermeyer	NJDEP-10	Commented noted. Further mitigation for the identified resources as suggested by the commenter will be considered if the project plans are advanced.
WC090	NJ Dept. of Environmental Protection, Gary Sondermeyer	NJDEP-11	Land use planning must be performed by local, county and state planning officials, and much of the implementation of land use plans must occur at the local level. NJTA has indicated that it would work with state and local officials to shape future development so that it will support and sustain traffic relief provided by proposed Route 92.
WC091	South Brunswick Twp, Michael B. Gerrard et al.	SBTWP2-1	See response to FRTWP-27.
WC091	South Brunswick Twp, Michael B. Gerrard et al.	SBTWP2-2	The commenter raises numerous points in this comment. NJTA states that the project has been designed to avoid and minimize impacts to wetland and upland habitats for both protected species and unprotected species. Further evaluation and development of additional measures to mitigate unavoidable impacts will be considered if the project plans are advanced.
WC091	South Brunswick Twp, Michael B. Gerrard et al.	SBTWP2-3	Please see the responses to comments CGSC-7 and SBMWA2-7.
WC091	South Brunswick Twp, Michael B. Gerrard et al.	SBTWP2-4	Comment noted.
WC091	South Brunswick Twp, Michael B. Gerrard et al.	SBTWP2-5	Please see the response to comment DW-10.
WC091	South Brunswick Twp, Michael B. Gerrard et al.	SBTWP2-6	1. NJTA states that proposed Route 92 has been redesigned several times to minimize impact to wetlands. 2. It has not been demonstrated that travel demand management (TDM) measures could reduce traffic in the area of proposed Route 92 by a substantial percentage. 3. The DEIS considers at length the alternative of widening US Route 1 and finds that it would not be as effective as proposed Route 92 in facilitating regional traffic flow. 4. Liquid hazardous material spilled on proposed Route 92 would flow to a stormwater detention basin, from which it could be pumped into a recovery truck. 5. Given that the project area is essentially flat, it is not reasonably likely that a storm would generate more runoff than could be accommodated by two bridges 525 and 520 feet long.
WC091	South Brunswick Twp, Michael B. Gerrard et al.	SBTWP2-7	See response to comment SBTNLM-7.
WC091	South Brunswick Twp, Michael B. Gerrard et al.	SBTWP2-8	See response to comment SCLL2-21d.

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WC092	South Brunswick Twp, Richard Pollard	SBTEC-1	See response to comment AMEC-1.
WC092	South Brunswick Twp, Richard Pollard	SBTEC-2	See response to comment SBTAZ-14.
WC092	South Brunswick Twp, Richard Pollard	SBTEC-3	Regarding widening of Route 522, please see the response to comments PRRA-3; SCJT-1; SCJT-7; SBTMG-8; SBTTV-3, and MKS-6. Regarding widening Route 1, support is noted.
WC093	Tri-State Transportation Campaign, Janine Bauer et al.	TSTC2-1	Long history of Route 92 and issues affecting its implementation are noted.
WC093	Tri-State Transportation Campaign, Janine Bauer et al.	TSTC2-2	Under federal regulations at 40 CFR 233.50, when NJDEP and USEPA disagree over issuance of a wetlands permit, USACE must process the permit application. NJTA applied to USACE because that is what regulations require.
WC093	Tri-State Transportation Campaign, Janine Bauer et al.	TSTC2-3	Please see the response to comment TSTC2-2.
WC093	Tri-State Transportation Campaign, Janine Bauer et al.	TSTC2-4	<p>1. The DEIS does not “admit” that construction of proposed Route 92 would fragment the wetlands through which it would pass. The passage quoted by the commenter is part of a paragraph listing issues related to fragmentation of wildlife habitat that must be addressed. The DEIS goes on to state that the 525-foot bridge over the Devil’s Brook floodway and the 520-foot bridge over the Amtrak rail lines would reduce fragmentation effects on the wetlands. The DEIS states that proposed Route 92 would increase existing fragmentation of forest and grassland habitat.</p> <p>2. Route 92 has been redesigned several times to minimize impacts to wetlands. Alternatives with smaller wetland impacts have other impacts that outweigh the reduction in wetland impact (see Section 2 of the DEIS).</p> <p>3. The DEIS shows that the no-action alternative and improvements to the local road network would be less effective than proposed Route 92 in reducing delays at most local intersections.</p>
WC093	Tri-State Transportation Campaign, Janine Bauer et al.	TSTC2-5	<p>1. With respect to the comment regarding why an east-west road improves north-south travel capacity, proposed Route 92 is anticipated to function as a connector highway. Please see the response to comment MPE2-1.</p> <p>2. Existing county and local roadway improvements were not advanced for further study because of the extensive environmental and sprawl-inducing effects of these improvements. To correct the commenter’s characterization, 8 of 10 alternatives were screened out for environmental reasons, and 2 were screened out because they did not meet project purpose.</p> <p>3. The project purpose of improving regional mobility is not effectively confined to one function; current projects need to respond to the many demands for travel. In this way, proposed Route 92 would serve as a connector between major north-south corridors (including Route 130), it would provide expanded east-west travel capacity in an area of Middlesex County that the County Planning Board notes is in need of east-west mobility improvements, and proposed Route 92 can also enhance the operation of Bus Rapid Transit or other bus transit options for the region.</p> <p>4. The alternatives identified by the commenter were evaluated during scoping and were found to have very low capacity to meet the project purpose. With respect to transit, please see the response to comment SBTNLM-6.</p> <p>5. The project purpose of improving regional mobility can be served effectively by providing a connector to link north-south travel routes so as to allow flexibility to the motoring public in moving between corridors as travel conditions may change.</p> <p>6. To correct the assertion that no alternatives to the freeway-type new highway alignment were studied, the 4 other new roadway facilities that were evaluated in Section 2.6 of the DEIS should be reviewed.</p> <p>7. With respect to serving the project purpose by creating a hierarchical roadway system, please see the response to comment SBTNLM-3, where separation of local and through traffic is seen as a component of the Master Plans of many project area municipalities.</p>

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			8. With respect to the evaluation of alternatives under NEPA, please see items 2 and 6 above. The DEIS considered 15 alternatives and all but 2 were disqualified for further study as a result of significant inadequacy with respect to project purpose.
WC093	Tri-State Transportation Campaign, Janine Bauer et al.	TSTC2-6	NJTA believes a high-speed, limited-access road is needed to achieve the project purpose of improving regional mobility. Limiting access also minimizes induced development on adjacent land.
WC093	Tri-State Transportation Campaign, Janine Bauer et al.	TSTC2-7	The construction of Route 92 is found to meet the objective of diverting truck traffic from local roads more effectively than other alternatives considered.
WC093	Tri-State Transportation Campaign, Janine Bauer et al.	TSTC2-8	The construction of Route 92 is found to meet the objective of diverting auto traffic from US Route 1 and local roads more effectively than any alternative considered. See also response to comment CD-3.
WC093	Tri-State Transportation Campaign, Janine Bauer et al.	TSTC2-9	As part of the proposed Route 92 project, the section of US-1 south of Ridge Road would be widened to 6 lanes, thereby providing the necessary additional capacity for trips diverted to this section.
WC093	Tri-State Transportation Campaign, Janine Bauer et al.	TSTC2-10	The traffic analysis performed for the EIS indicates that there would be a reduction in traffic on NJ Route 27, and no significant impact on traffic west of Route 27.
WC093	Tri-State Transportation Campaign, Janine Bauer et al.	TSTC2-11	See response to comment TSTC2-10.
WC093	Tri-State Transportation Campaign, Janine Bauer et al.	TSTC2-12	See response to comment BBN-1.
WC093	Tri-State Transportation Campaign, Janine Bauer et al.	TSTC2-13	The aggregate savings in travel time are estimated to be quite substantial – more than 7,000 vehicle-hours per day during the two peak hours alone.
WC093	Tri-State Transportation Campaign, Janine Bauer et al.	TSTC2-14	See response to comment SCLL2-18.
WC093	Tri-State Transportation Campaign, Janine Bauer et al.	TSTC2-15	Please see response to comment NJPIRG-3.
WC093	Tri-State Transportation Campaign, Janine Bauer et al.	TSTC2-16	See response to comment SBT AZ-14.
WC093	Tri-State Transportation Campaign, Janine Bauer et al.	TSTC2-17	See response to comment SBT AZ-14.
WC093	Tri-State Transportation Campaign, Janine Bauer et al.	TSTC2-18	The transportation model indicates that proposed Route 92 would result in the smallest increase in vehicle miles traveled because proposed Route 92 would allow vehicles to travel more directly between US Route 1 and the New Jersey Turnpike.
WC093	Tri-State Transportation Campaign, Janine Bauer et al.	TSTC2-19	The eight VMT fractions were provided by the North Jersey Transportation Planning Authority (NJTPA). These VMT fractions are representative of the region's fleet vehicle mix and are appropriate for use in a regional-scale modeling analysis. The regional emissions modeling analysis was based on these VMT fractions and network average travel speeds for each alternative provided by the transportation modeling. The purpose of the regional emissions modeling analysis was to conduct a macro-scale evaluation of potential emissions impacts for each proposed alternative.
WC094	Kingston Village Advisory Committee for the Joint Townships of Franklin and South Brunswick, Anne M. Zeman	KVAC2-1	See response to comment TSTC2-10.

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WC094	Kingston Village Advisory Committee for the Joint Townships of Franklin and South Brunswick, Anne M. Zeman	KVAC2-2	Please see response to comment PAI-3.
WC095	Kingston Greenways Assoc., Charles Dieterich	KGA3-1	See response to comment TSTC2-10.
WC095	Kingston Greenways Assoc., Charles Dieterich	KGA3-2	Please see the response to comment NJDEP-5.
WC095	Kingston Greenways Assoc., Charles Dieterich	KGA3-3	See response to comment KGA1-3.
WC095	Kingston Greenways Assoc., Charles Dieterich	KGA3-4	The Clean Water Act allows filling of wetlands if there is no practicable alternative that (1) would have less adverse impact on the aquatic ecosystem and (2) would not have other significant adverse environmental consequences. An alternative is practicable if it is available and capable of being done after taking into consideration cost, existing technology, and logistics in light of overall project purpose. Whether proposed Route 92 meets the Clean Water Act standard for filling of wetlands is a central question to be addressed in the permit decision process. The EIS provides data for that process.
WC095	Kingston Greenways Assoc., Charles Dieterich	KGA3-5	Proposed Route 92 does not require any federal funding.
WC095	Kingston Greenways Assoc., Charles Dieterich	KGA3-6	Please see response to comment LWV-3.
WC095	Kingston Greenways Assoc., Charles Dieterich	KGA3-7	See response to FRTWP-27.
WC095	Kingston Greenways Assoc., Charles Dieterich	KGA3-8	Please see response to comment PAI-3.
WC096	Kingston Volunteer Fire Company, David Luck	KVFC2-1	As explained in Section 4.2.12.2 of the DEIS, the New Jersey State Police would patrol proposed Route 92, while EMS and fire protection services would be provided by local organizations. Emergency responders would gain access to Route 92 by the four interchanges and by an emergency-only access point where Route 92 would cross Friendship Road.
WC096	Kingston Volunteer Fire Company, David Luck	KVFC2-2	Proposed Route 92 would be approximately 6.7 miles long and would have an access point for emergency vehicles between the Perrine Road interchange and the US Route 130 interchange. No point on Route 92 would be more than 2 miles from an access point available to emergency vehicles. Traffic modeling indicates that traffic on Route 92 would move well even during rush hours. It is likely that at any time of day emergency vehicles could reach any point on proposed Route 92 within a few minutes of entering the highway.
WC096	Kingston Volunteer Fire Company, David Luck	KVFC2-3	Please see the response to comment KVFC-1, which applies to volunteer firefighters traveling to the firehouse as well as to fire trucks traveling from the firehouse to various points in the service area.
WC096	Kingston Volunteer Fire Company, David Luck	KVFC2-4	Please see response to comment KVFC-3.
WC096	Kingston Volunteer Fire Company, David Luck	KVFC2-5	Although proposed Route 92 would draw traffic off local roads, Route 92 itself would carry a substantial volume of traffic, and the sum of the number of vehicles on local roads and the number of vehicles on Route 92 would be greater than the number of vehicles currently using local roads. Increased traffic volume tends to increase the number of emergency responses required. On the other hand, limited access highways such as proposed Route 92 tend to have lower rates of emergency response than local through roads. No attempt has been made to calculate the net effect on the number of emergency responses in the area.
WC096	Kingston Volunteer Fire Company, David Luck	KVFC2-6	Construction of proposed Route 92 would take approximately 4 years. Over that period of time, approximately 2 million cubic yards of material would have to be brought to the proposed right-of-way. This is approximately 100,000 truckloads, representing approximately 80 truck trips per day, 6 days per week. This volume of truck traffic, even if concentrated in one section of the proposed highway alignment, would not substantially alter emergency response times.

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WC096	Kingston Volunteer Fire Company, David Luck	KVFC2-7	NJTA has not volunteered to offer financial assistance to local emergency response agencies in connection with the Route 92 project.
WC096	Kingston Volunteer Fire Company, David Luck	KVFC2-8	The Circulation Element of the Township of South Brunswick Master Plan anticipates restriction of truck traffic from Ridge Road west of US Route 1 after certain intersection improvements are complete, including improvement of the intersection of US Route 1 and Route 522. This approach is also presented as a mitigation measure for traffic on Ridge Road in Section 5.3.10 of the DEIS.
WC097	Kingston Historical Society, Corrington Hwong	KHS-1	Please see response to comment PAI-3.
WC097	Kingston Historical Society, Corrington Hwong	KHS-2	See response to comment SM-21.
WC097	Kingston Historical Society, Corrington Hwong	KHS-3	See response to CD-2.
WC097	Kingston Historical Society, Corrington Hwong	KHS-4	See response to comment GRA-1.
WC097	Kingston Historical Society, Corrington Hwong	KHS-5	The Delaware & Raritan Canal Commission issued a certificate of approval for proposed Route 92 in 1997, but the approval lapsed after 3 years. NJTA plans to submit a new application to the Commission if NJDEP issues permits for proposed Route 92.
WC097	Kingston Historical Society, Corrington Hwong	KHS-6	Please see response to comment PAI-3.
WC098	League of Women Voters, Edith Neimark	LWV-1	Comment noted.
WC098	League of Women Voters, Edith Neimark	LWV-2	Comments noted. Please see the responses to comments SBTAZ-2, SCJT-3 and SCLL2-56.
WC098	League of Women Voters, Edith Neimark	LWV-3	The relationship of proposed Route 92 to the New Jersey State Development and Redevelopment Plan is discussed in Section 4.2.13.2 of the DEIS. The proposed interchanges would be in the Metropolitan Planning Area, PA1, and the Suburban Planning Area, PA2. Route 92 would provide no direct access to or from other planning areas, and would therefore not encourage "development sprawl" in these areas. The passage of Route 92 through the Environmentally Sensitive Planning Area, PA5, has been designed to minimize environmental impact.
WC098	League of Women Voters, Edith Neimark	LWV-4	See response to comment CD2-4.
WC098	League of Women Voters, Edith Neimark	LWV-5	See response to comment CD-9.
WC098	League of Women Voters, Edith Neimark	LWV-6	The study area boundaries were selected by evaluating the area potentially affected by the project. Some impacts typically extend beyond the study area, such as air quality and traffic. Extending the study area to the north and west is unnecessary because there are no project impacts that far away.
WC098	League of Women Voters, Edith Neimark	LWV-7	With respect to the effectiveness of transit and demand management strategies, please see the response to comment SBTNLM-6. With respect to communities west of US Route 1, please see the response to comments KVAC-5 and CD-2, and the integrated analysis of effects to Kingston in Section 4.2.1.3 of the FEIS.
WC099	Millstone Valley Preservation Coalition, Elizabeth Ann Palus	MVPC2-1	The need for improved east-west access in the study region is extensively analyzed in the DEIS; see Sections 1.4 and 3.7. The impacts from proposed Route 92, as well as widening of Route 1 are extensively discussed in Section 4 of the DEIS. Regarding use of Route 522 please see the responses to comments PRRA-3; SCJT-1; SCJT-7; SBTMG-8; SBTTV-3, and MKS-6.
WC099	Millstone Valley Preservation Coalition, Elizabeth Ann Palus	MVPC2-2	Please see the responses to comments MPE2-1 and USEPA-05.
WC099	Millstone Valley Preservation Coalition, Elizabeth Ann Palus	MVPC2-3	Comments noted.

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WC100	Friends of Princeton Open Space, Wendy Mager	FOPOS-1	Please see the response to comment PAI-3.
WC101	West Windsor Citizens for Transportation Alternatives, Sandra Shapiro	SSH-1	Please see response to comment SBTJB-1.
WC101	West Windsor Citizens for Transportation Alternatives, Sandra Shapiro	SSH-2	Comments noted. As discussed in Section 4.2.3.2 of the DEIS, proposed Route 92 is not expected to pose a significant threat to groundwater quality. Please see also the responses to comments CD-3 with respect to traffic on US Route 1, SBTJAZ-2 with respect to open space, and TSTC-4 with respect to sprawl.
WC101	West Windsor Citizens for Transportation Alternatives, Sandra Shapiro	SSH-3	See response to comment BBN-1.
WC101	West Windsor Citizens for Transportation Alternatives, Sandra Shapiro	SSH-4	Please see responses to comments PRRA-3; SCJT-1; SCJT-7; SBTMG-8; SBTJV-3, and MKS-6.
WC101	West Windsor Citizens for Transportation Alternatives, Sandra Shapiro	SSH-5	Please see the response to comment DR-4.
WC101	West Windsor Citizens for Transportation Alternatives, Sandra Shapiro	SSH-6	See response to comment CD2-4.
WC101	West Windsor Citizens for Transportation Alternatives, Sandra Shapiro	SSH-7	Please see response to comment SCLL2-41a.
WC101	West Windsor Citizens for Transportation Alternatives, Sandra Shapiro	SSH-8	The pair of bald eagles was first reported in January 2004. While it is possible that additional protected species will be discovered in the study area, it should be noted that the proposed Route 92 corridor has been searched for protected species extensively and repeatedly. Please see also the response to comment NJDEP-5.
WC101	West Windsor Citizens for Transportation Alternatives, Sandra Shapiro	SSH-9	See response to comment TSTC2-10.
WC101	West Windsor Citizens for Transportation Alternatives, Sandra Shapiro	SSH-10	See response to comment TSTC2-13.
WC101	West Windsor Citizens for Transportation Alternatives, Sandra Shapiro	SSH-11	Please see response to comment KVFC-1.
WC101	West Windsor Citizens for Transportation Alternatives, Sandra Shapiro	SSH-12	See response to FRTWP-27.
WC101	West Windsor Citizens for Transportation Alternatives, Sandra Shapiro	SSH-13	Please see response to comment CD-7.
WC101	West Windsor Citizens for Transportation Alternatives, Sandra Shapiro	SSH-14	Bus Rapid Transit was discussed in the DEIS in Section 2.3. Because of the extensively suburban nature of the project region, expanded transit was found to be inadequate to meet future travel demand; however, expanded transit service is recommended as a complementary strategy in the project area.
WC101	West Windsor Citizens for Transportation Alternatives, Sandra Shapiro	SSH-15	See response to DW-10 and FRTWP-23.
WC102	Delaware & Raritan Canal Commission, James C. Amon	DRCC2-1	NJTA plans to submit a new application to the Delaware & Raritan Canal Commission if NJDEP issues permits for proposed Route 92.

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WC103	Stony Brook - Millstone Watershed Assoc., George S. Hawkins	SBMWA2-1	Please see response to comment PAI-3.
WC103	Stony Brook - Millstone Watershed Assoc., George S. Hawkins	SBMWA2-2	The 17 alternatives that were examined in the DEIS address a full range of possible types of expanded east-west travel capacity. It was not effective to examine every configuration of every alternative once significant disadvantages of an alternative were identified. The viability of connecting Route 522 to the New Jersey Turnpike at Interchange 8A was addressed in Section 2.4.2 of the DEIS. The principal disadvantage of connecting Route 522 to Interchange 8A is that Route 522 was not constructed to accommodate the significant traffic load that would occur pursuant to its connection to the Turnpike, plus local traffic.
WC103	Stony Brook - Millstone Watershed Assoc., George S. Hawkins	SBMWA2-3	See responses to comments BBN-1 and TSTC2-9.
WC103	Stony Brook - Millstone Watershed Assoc., George S. Hawkins	SBMWA2-4	The projected impact of proposed Route 92 on traffic flow in the Kingston area is addressed in Section 4.2.1.3 of the FEIS. Noise impacts would result from traffic impacts. The traffic analysis performed for the DEIS indicates that the only significant negative traffic impact in Kingston would be an increase in truck traffic on Ridge Road/Heathcote Road and on Laurel Avenue, which functions as a continuation of Heathcote Road north of Route 27. The EIS recommends that this impact be mitigated by imposing truck restrictions and implementing traffic calming measures on Ridge Road/Heathcote Road west of US Route 1. After mitigation, proposed Route 92 would not have significant traffic impact in Kingston, and would therefore have no significant impact on other environmental parameters in the Kingston area. Impacts farther from the western terminus of Route 92, such as along the Delaware and Raritan Canal, would be insignificant. Comparing proposed Route 92 with the No Action alternative, overall noise levels in 2028 would be approximately the same. Therefore, it is anticipated that there would be no perceptible change in ambient noise conditions in the center of Kingston and minimal noise impacts to the D&R Canal Park if proposed Route 92 were built.
WC103	Stony Brook - Millstone Watershed Assoc., George S. Hawkins	SBMWA2-5	NJTA states that the NJ Turnpike system is paid for by toll revenues from users of the system. These funds are not commingled with highway transportation funds for non-toll roadways that are under the jurisdiction of the NJ Dept. of Transportation. Turnpike toll revenues cannot be used for fix-it-first projects, unless they are Turnpike facilities.
WC103	Stony Brook - Millstone Watershed Assoc., George S. Hawkins	SBMWA2-6	Please see response to comment PAI-3.
WC103	Stony Brook - Millstone Watershed Assoc., George S. Hawkins	SBMWA2-7	<p>A number of points were raised by this commenter and are addressed below:</p> <p>Fragmentation - Many of the open fields and woodland habitats through which Route 92 would be constructed are fragmented currently by roads, power line easements, etc., as described in the DEIS. Open field habitat would remain north and south of the proposed Route 92 roadway to support sufficiently large tracts of field for grassland birds. The crossing of Devil's Brook by Route 92 would divide the woodlands into north and south habitat areas. The woodland to the north and south would continue to provide sufficiently large tracts of intact woodland to support interior forest dwelling birds. Bridging the brook and bordering forested wetland would minimize impact to wetland hydrology and maintain a travel corridor along the brook under the bridge, to connect the north and south woodland areas.</p> <p>Invasive Species - Disturbance can create conditions for the spread of invasive species. The final plans, specifications and permit conditions would include procedures to avoid and minimize the introduction and spread of invasive plant species into disturbed areas. In addition, rigorous monitoring and maintenance programs can be implemented to maintain wetland replication, restoration and adjacent areas free of invasive plant species.</p> <p>Wetland Mitigation - Avoidance is the best policy. The standard procedure to address wetland impacts is avoidance, followed by minimization of unavoidable impacts and lastly providing mitigation for unavoidable wetland impacts. Planning for the preferred alignment followed this process, resulting in only 12 acres of filled wetlands. Providing greater than a 1:1 ratio of mitigation wetlands to filled</p>

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			wetlands is preferred by the agencies to: (1) ensure that at least a 1:1 ratio can be achieved if mitigation is not fully successful; and (2) provide a greater area of newly constructed habitat (e.g., newly established forested wetland) that may provide fewer functions/values to compensate for the smaller area of established habitat lost as a result of a project. Over time the constructed habitat would develop and fully mitigate the lost habitat, resulting in a net gain of wetland functions and values. However, this temporary loss is recognized by the agencies and a greater than 1:1 ratio is accepted as one method to compensate for the temporary loss of wetland functions and values. The proposed project provides approximately a 4:1 ratio of mitigation to permanently impacted wetlands.
WC103	Stony Brook - Millstone Watershed Assoc., George S. Hawkins	SBMWA2-8	See response to comment AMEC-1.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-1	Recent changes to the planned design of the Penns Neck area improvements reduce the east-west capacity of that facility, and increase the need for Route 92. With regard to public transportation, please see the response to comment SSH-14. With regard to "rampant overdevelopment", this long-standing trend has contributed to the need for expanded east-west travel capacity.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-2	Section 4 of the DEIS evaluates, in detail, the environmental effects of two alternatives that serve the need for expanded travel capacity with the lowest environmental effects. The need for expanded travel capacity in the study region was extensively analyzed and modeled, and the results were presented in Sections 1.4 and 3.7 of the DEIS.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-3	It is incorrect to state that the DEIS "buried data comparisons between Route 92 and the US Route 1 widening with signal removal alternative." Section 2, Alternatives Evaluation, presents the impacts of the two alternatives in the same format for ready comparison. In addition, two tables in Section 2 summarize the alternatives evaluation in terms of comparative impacts and responsiveness to project objectives. Furthermore, Section 4, Impacts of the Proposed Project and Alternative, presents the detailed impacts of the two alternatives in the same format for ease of comparison.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-4	The traffic model was validated for recent traffic conditions. A large portion of the traffic using the roads in the study area in the future will be generated by new development, for which current origin-destination patterns may not be relevant.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-5	The detailed traffic modeling analyses that were conducted for the DEIS considered the entire network of local, county, and state roads, and their simultaneous use. The traffic analyses demonstrated that existing local roadways would experience significant congestion as travel demands increased in the future, reducing the quality of life for neighborhoods adjacent to and using local roads. Alternatives were sought that would preserve the quality of life for neighborhoods, and that would not induce sprawl along the alignment, such as would occur if local roads were expanded.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-6	TDM measures were evaluated in the DEIS on their own merits and as potential complementary strategies to implement in conjunction with NJTA's proposed project. The evaluation indicated that TDM strategies alone can not meet the need for increased east-west travel capacity, but that they are definitely beneficial in terms of providing traffic congestion relief by reducing vehicle trips. Although TDM measures by themselves would not meet the project purpose, they are nonetheless important components of a coordinated transportation system.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-7	Because Route 522 already consists of 4 travel lanes, and because the traffic modeling analysis indicated that the full capacity would be subscribed in future years, one additional lane in each direction was evaluated for this alternative.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-8	NEPA guidance requires that alternatives beyond the authority of the project sponsor to implement be evaluated in an EIS as long as they are potentially effective alternatives. Improvement to Route 1 were identified as potentially effective and exhibiting relatively lower environment impacts than other alternatives. For these reasons it was examined in the DEIS.

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WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-9	USFWS generally lists an area as having potentially suitable habitat for a species of wildlife based on its general characteristics, without field investigation. Field investigation often shows that an area listed as having potentially suitable habitat actually contains no suitable habitat. For information about wildlife surveys performed in the proposed Route 92 corridor, please see the responses to comments NJDEP-3, SBTMG-4, USFWS-18, USFWS-19 and USFWS-22. The surveys were performed by professional biologists, botanists, and environmental scientists.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-10	For each Screenline crossing, “through” (or “non-local”) traffic is defined as trips with neither end in the town (or towns) served by that particular portion of road. (For the Dey Road screenline crossing, for example, “through” trips are trips with neither end in the town of Plainsboro. For the CR-522 crossing, “through” trips are trips with neither end in the town of South Brunswick.)
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-11	The John Heinz National Wildlife Refuge borders Philadelphia International Airport, and is therefore not a good indicator of the separate effect of a highway on a wildlife refuge. The Pinelands are more comparable to the Plainsboro Preserve. Please see also the responses to comments AMEC-3 and SCLL2-85.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-12a	It is true that traffic restrictions on roads outside the New Jersey Turnpike and Garden State Parkway systems are beyond the jurisdiction of NJTA. NJTA generally can only recommend restrictions and provide indirect support; authority to implement restrictions rests with NJDOT and local governments.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-12b	Traffic reduction encourages walking and bicycle riding whether or not sidewalks, shoulders, signalized crosswalks, or dedicated bicycle lanes are provided.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-12c	The traffic analysis in the DEIS accounts for projected development in the study area, including the proposed interchange areas, and reflects increases in traffic associated with the projected development. Because projected growth in the interchange areas is already accounted for in the traffic projections, actual occurrence of this growth would not negate the projected traffic benefits of proposed Route 92.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-12d	NJTA has not claimed that proposed Route 92 would be a deterrent to sprawl.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-13	NJTA would have to meet any conditions imposed by NJDEP in a stream encroachment permit.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-14	See response to comment CGSC-6. The NJDEP has established removal efficiency rates for BMPs. When designed and operated correctly, the BMPs can remove the listed amount of pollutants. BMPs in series are sometimes required to reach the storm water rule removal rate.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-15	Please see the responses to comments CGSC-7 and SBMWA2-7.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-16	NJTA states that if it did not commit to preserving the 202 acres of forested wetland and upland, it would have no use for the land and would dispose of it accordingly. In that case, potential future development of the land would be determined by South Brunswick.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-17a	Please see the response to comment SCLL2-52a.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-17b	The referenced statement from the DEIS relates to the US Route 1 Widening and Signal Removal alternative, not the construction of Route 92
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-17c	Increased truck traffic throughout the region is one circumstance calling for the construction of a roadway to improve east-west connections in the area between US Route 1 and the NJ Turnpike.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-17d	Comment noted.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-18	Route 92 would be a limited-access highway, with entry/exit points in locations already served by regional highways, and in areas that have already been approved for development by the local jurisdictions. Therefore, the construction of Route 92 is not expected to increase development or travel.

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WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-19a	Any improvement in the transportation system may make it possible to support a larger population and a higher level of economic activity, which are generally associated with development and increased traffic. Whether transportation improvements are actually followed by development and increased traffic depends on the nature and effectiveness of land use controls. Effective land use controls can limit development and traffic even as the transportation system improves.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-19b	US Route 1 in South Brunswick was not designed as a limited-access highway and has never been designated as a limited-access highway. Development along US Route 1 is generally scattered rather than concentrated. In general, properties along US Route 1 have access to US Route 1, so there is no need for local master plans to restrict growth according to access. Local master plans generally encourage growth along US Route 1. Proposed Route 92 would have little impact on this pattern.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-20	The potential effect of proposed Route 92 on the flood capacity of the region will be fully mitigated in accordance with NJDEP regulations.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-21a	See response to comment SCLL2-21d.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-21b	The trip matrices used in the modeling analysis were derived from the regional model for the Penns Neck EIS – itself a derivative of the DVRPC and NJTPA models – and detailed projections of local area growth.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-21c	According to analyses performed for the Pennsylvania Department of Transportation, the planned direct link between I-95 and the Pennsylvania Turnpike (which was not a committed project when the modeling for the DEIS was performed) is not expected to have a significant effect on traffic volumes in the Route 92 study area.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-21d	The effect of the toll on proposed Route 92 was accounted for in the traffic model by converting the toll into an equivalent time penalty, based on a value of time of \$16/hour for cars and \$42/hour for trucks. This is the same procedure that was used in the regional traffic model for the Penns Neck EIS, and has been validated against usage of the Turnpike by both autos and trucks.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-22a	Please see response to comment SBTJB-1.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-22b	In the quoted passage from the 1992 law authorizing NJTA to build proposed Route 92, the word "appropriate" applies to the question of whether Route 92 should be built to US Route 1 or beyond US Route 1 to Route 27. The law authorizes NJTA to terminate Route 92 at either road, as NJTA "deems appropriate." The New Jersey Legislature may change the law as it sees fit.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-22c	See response to comment SCLL2-21d.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-23a	See response to comment SCLL2-18.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-23b	See response to comment SCLL2-21b.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-23c	See responses to comments SCLL2-63, BBN-1, and CD-8.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-24a	Section 2.7 of the DEIS states that "alternatives evaluated in the preceding sections were screened based on the ability of each alternative to meet the project purpose while minimizing community and environmental impacts". The commenter asks for implementability criteria. The general statement at the beginning of Section 2 regarding implementability refers to the potential difficulty of using land that has been officially protected, such as Farmland Preservation Areas, state and federal parkland, National Wildlife Refuges, etc. However, in the Section 2.7 comparison of alternatives, none of these factors was present in the alternatives examined, and implementability was not used as a screening criterion in the DEIS.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-24b	Please see the response to comment SCLL2-08.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-24c	Much original analysis was performed for the USACE EIS, as described in the response to comment SM-24. Data developed previously by other consultants was

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			critically reviewed and then incorporated into the EIS as appropriate and relevant.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-25	See response to comment BBN-1.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-26	See response to DW-10.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-27	Traffic congestion tends to create the feeling that a place is controlled by the vehicles attempting to pass through it rather than by the people who live and work there. People are less likely to identify with a place they feel they can not control.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-28	The DEIS considers a wide range of potential impacts, beyond wetland impacts. The analysis of impacts associated with Route 522 widening was presented in Sections 2.4.2 and 2.7 of the DEIS.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-29	The DEIS traffic analysis included the extension of CR-522 to US Route 130 in all future projections. Residents of Summerfield have not indicated their feelings regarding potential widening of Route 522. Impacts to Summerfield were only one reason for not considering improvements to Route 522 for further analysis. Widening without extension to the New Jersey Turnpike would not meet the project purpose, and an extension to the Turnpike would impact Pigeon Swamp State Park and cause the capacity of Route 522 to be exceeded (see Section 2.4.2 of the EIS). Either variation would enhance access to undeveloped land and encourage sprawl development. The weight given to different impacts will be documented in a USACE "Record of Decision."
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-30a	North Brunswick Township has indicated a preference for signalized intersections over grade-separated interchanges. The South Brunswick Township master plan recommends improvement of signalized intersections over grade-separated interchanges in conjunction with widening.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-30b	The transportation modeling of the performance of the various alternatives factors in the impact of tolls on proposed Route 92. The transportation analysis does not guarantee performance; rather, it predicts performance based on the results of the computer modeling. The comment notes that the traffic modeling indicates that proposed Route 92 would divert 600 more car trips from local roads than would be achieved by widening US Route 1. The commenter then asks if this difference is worth the cost of proposed Route 92. The commenter does not fully account for the cost of widening US Route 1, or for the percentage of nonlocal truck traffic that Route 92 would divert from local roads.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-30c	Commenter's preference for improvements to US Route 1 is noted. The purpose of the project is to facilitate regional traffic flow, especially east-west traffic flow. The need for improved east-west access in the study region is extensively analyzed in the EIS (see sections 1.4 and 3.7. The EIS considers at length the alternative of widening US Route 1 and finds that it would not be as effective as proposed Route 92 in facilitating regional traffic flow. With respect to conflict mediation, please see the response to comment PAI-3.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-30d	NJTA does not have the authority to implement the US Route 1 widening alternative. Such a project would be implemented by NJDOT. If US Route 1 widening project were to be implemented by NJDOT, planning and design work would have to be done. As part of that work, mitigation of potential project-specific impacts would be developed in cooperation with the local communities involved.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-32	See response to comment SCLL2-21d.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-33	Property values along proposed Route 92 would not necessarily decline. Public agencies are required to compensate owners of properties affected by public projects where the impact amounts to a taking of the property. Where this is the case, NJTA states that it compensates property owners in accordance with the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. Proposed Route 92 would pass through wetlands and forests owned by Plainsboro Township, the Middlesex County Improvement Authority, NJTA, NJDOT, Daniel Giacalone, the South Middlesex Industrial Park Association, the Turkey Island Corporation, Edward D. Herbert and C. H. Yackman, the Princeton Executive Campus, the Princeton Development Company, Ming Ling Hah, Ronald, Gretchen and Anna Yerick, the Bellmead Development Corporation, John and Kathleen Yaros, the

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			Wolshire Oil Company of Texas, and Nicholas Boyko. South Brunswick Township is seeking to purchase the Boyko property, but Mr. Boyko is reported to have stated he will not sell to the Township the portion of the property that is within the proposed Route 92 right-of-way.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-34	No specific holding time is specified for soil samples to be tested for pH, but EPA guidance in test method 9045C states that testing should be performed as soon after sampling as possible. The pH results shown in Table 3-1 of the DEIS have been deleted from the FEIS. Should acidic soils be encountered during construction of proposed Route 92, mitigation would be implemented as described in Section 5.2.1 of the DEIS.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-35	NJDEP designates as "Category 1" those water bodies that have exceptional ecological significance, exceptional water supply significance, exceptional recreational significance, or represent exceptional shellfish or fisheries resources. No water bodies in the Route 92 study area are currently designated as Category 1. NJDEP has proposed Category 1 designation for Heathcote Brook and Carters Brook, just west and north of the proposed Route 92 corridor. Both Heathcote Brook and Carters Brook have been proposed because they flow through protected State open space. Heathcote Brook has also been proposed because of the importance of its watershed area to groundwater recharge. Proposed Route 92 would have no significant impact on either Heathcote Brook or Carters Brook. Please see also the responses to comments SCLL2-54a, -54b, and -54c.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-36	Section 404 of the Clean Water Act regulates "Waters of the United States" including some vegetated wetlands. Wetland function and value assessment tools need to assess all possible functions and values potentially present in all types of Waters of the United States, even though not all functions or values may be applicable to all wetland types. Wetland assessment techniques are used to evaluate potential project alternatives relative to each other to determine the least environmentally damaging practicable alternative. The FHWA wetland assessment system is an acceptable method when used in this manner. The presentation of the wetlands functions and values as part of the description of wetlands within the proposed Route 92 corridor is helpful to describe the affected wetlands and the functions and values these wetlands provide. The use of qualitative terms, however, to describe wetland functions and values outside of a relative comparison may not adequately represent the wetland functions and values.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-37a	With respect to bald eagles, please see the response to comment NJDEP-5. Table 3-8 does list reptiles, amphibians, fish and shellfish. Please see also the response to comment USFWS-22.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-37b	Surveys for wood and bog turtles were conducted between 9:30 a.m. and 1:30 p.m. on October 3, 1995 and between 10:30 a.m. and 2:30 p.m. on October 10, 1995. Wood turtle surveys were also conducted on May 12, May 26, June 9 and June 23, 1996, generally between 9:30 a.m. and 1:00 p.m. Reported weather conditions were as follows: May 12--rainy, 50-70 degrees F; May 15--sunny, over 70 degrees F; June 7--sunny, over 70 degrees F; June 19--rainy, over 70 degrees F. No wood or bog turtles were seen during the surveys. The surveys were conducted by Amy S. Greene Environmental Consultants, Inc., a firm recognized as having expertise in conducting wildlife surveys. One of the participants in the surveys was William H. Smejkal, who is included in a list of "Recognized Qualified Bog Turtle Surveyors" provided by the US Fish and Wildlife Service and dated October 2001. The 1995 surveys extended 300 feet from the proposed Route 92 right-of-way. The 1995 surveys covered all potentially suitable stream banks, the wetlands associated with Devil's Brook, and adjacent upland fields. The 1996 surveys extended along Devil's Brook 1,000 feet from the proposed right-of-way, and included wetlands and adjacent upland forests and fields.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-38	The August 27, 1997 letter documents that isolated wetlands and wetlands that are swales, ditches and detention basins are wetlands with "ordinary" resource value. The NJDEP also documented areas that are "state open waters" and documented that all other wetlands delineated within the project corridor are of "intermediate" resource value. Wetlands with intermediate resource value have an associated 50 foot transition area. Wetlands determined to exhibit "exceptional" resource value are those wetlands that 1) discharge water to FW1 or FW2 trout production waters or tributaries thereto; 2) are a present habitat for threatened or endangered species, or 3) are a documented habitat for threatened or endangered species. The regulations refer to threatened or endangered wildlife species and the wetlands in the project

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			corridor do not support threatened or endangered wildlife species. The NJDEP utilizes the "Landscape Project" method which focuses on habitat areas needed to support local populations of threatened or endangered wildlife species. As discussed in the DEIS, a review of available literature including the Natural Heritage Database, published reports and field surveys were completed to document the presence / absence of protected species. The success of the Bald Eagle recovery program has resulted in the de-listing of the Bald Eagle from the federal list of rare, threatened or endangered species. Except for McCormick Lake, there is little to no potential Bald Eagle habitat in the Rte. 92 project corridor. No additional studies for protected species are anticipated at this time.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-39a	The grassland to the south of the roadway and forests to the north and south would continue to provide layover habitat for migratory birds after any construction of Route 92. Wildlife surveys often present "snap shots" in time and this can account for differences between studies conducted at different times. Therefore, the evaluation of habitat features is used to augment sightings and standalone surveys to determine what cover types provide suitable habitat features for target or study species. The need for additional habitat evaluations will be considered if the project plans are advanced.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-39b	The fact that a nesting pair of bald eagles has been reported next to Lake Carnegie does not negate the general observation that the US Route 1 corridor is not a promising habitat for threatened and endangered species.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-39c	The importance of travel corridors is not underestimated. The use of a bridge to pass over Devil's Brook and adjacent wetlands would limit the blockage of the Devil's Brook travel corridor.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-40	<p>The farmland that would be used as right-of-way for proposed Route 92 is in generally non-intensive agricultural use. Agricultural production on New Jersey farmland in non-intensive use generally has a value of up to \$500 per acre per year. At \$500 per acre per year, the value of the 210 acres of agricultural production displaced by Route 92 would be approximately \$105,000 per year. Route 92 would interfere with access to an additional 78 acres of farmland. At \$500 per acre per year, the value of agricultural production on this land would be approximately \$39,000 per year. Therefore, the maximum value of agricultural production displaced by proposed Route 92 would be approximately \$144,000 per year.</p> <p>Because land in agricultural use is assessed at its agricultural value rather than its market value, use of agricultural land for Route 92 would reduce property tax revenue in South Brunswick Township by no more than \$10,000 per year. Proposed Route 92 would not cause Plainsboro Township to lose any property tax revenue, because the proposed Route 92 right-of-way in Plainsboro crosses public property.</p> <p>The environmental impacts of using farmland as right-of-way for proposed Route 92 are among the impacts assessed throughout the DEIS. Aesthetic impacts are addressed in Section 4.2.9 of the DEIS.</p>
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-41a	Both Plainsboro Township, the primary creator of the Plainsboro Preserve, and Middlesex County, the owner of the preserve (through the Middlesex County Improvement Authority), have anticipated a right-of-way for proposed Route 92 through the northern end of the preserve. Neither the Township nor the County intended the creation of the Plainsboro Preserve to create a barrier to construction of proposed Route 92. The purchase of the preserve was funded by the Middlesex County Open Space and Farmland Preservation Trust Fund rather than by Green Acres. Please see also the response to comment SCJT-3.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-41b	PA5 is New Jersey's designation for Environmentally Sensitive Areas. Approximately the middle 42% of proposed Route 92 traverses PA5. An additional 14% of the proposed alignment would pass through preserved open space in Plainsboro Township. Neither the PA5 portion nor the Plainsboro portion of proposed Route 92 would have an interchange or exit, and no access would be provided to induce growth or development in either area. The eastern and western portions of the proposed Route 92 alignment, totaling approximately 44% of the alignment, are designated by New Jersey as Suburban Planning Areas, and are designated for growth. These sections of proposed Route 92 would feature interchanges, with connections to the NJ Turnpike and US Route 130 in the eastern section, and with connections to Perrine Road and US Route 1 in the western section. The land around the east and west sections of proposed Route 92 is experiencing a high rate of growth. The east section is the location of the national-scale Interchange

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			<p>8A warehousing and office complex. The west section is the location of the Princeton area office, commercial, and residential growth. The limited access design of proposed Route 92 is anticipated to help preserve the undeveloped character of the middle section of the proposed route.</p> <p>Traffic modeling indicates that widening US Route 1 would be less effective in maintaining and improving regional mobility than proposed Route 92, because the extensive development along the US Route 1 corridor would generate additional local traffic on US Route 1, displacing needed regional through capacity, and because the extensive intersections and curb cuts along US Route 1 make travel less efficient than on a limited access roadway.</p>
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-41c	Executive Order #4 is a list of "smart growth principles," not a list of land use prohibitions. Executive Order #4 does not prohibit development of open space and farmland or impacts to scenic resources.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-42	The locations were established for other reasons or projects. No sampling was felt to be required for the DEIS.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-43	The wetland "areas" depicted on Figure 3-11 are generalizations of the wetlands areas within the project corridor. The actual wetland boundaries are depicted on the Route 92 U.S. Army Corps of Engineers Section 404 Permit Plans (Frederic R. Harris, Inc., 1998). The wetlands were delineated in the field using the three parameter method which involves evaluating soils, vegetation and hydrology to determine the limit of wetlands. The boundaries of wetland units are determined by physical conditions observed in the field, and are not arbitrarily chosen or mapped by project proponents into convenient sections. Wetland units along the Route 92 corridor are either large wetland units many of which are fragmented by roadways, a railroad grade, and a power line easement, or are smaller isolated wetlands separated from other wetlands by topography.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-44	The study-area-wide VMT and average speed estimates were used for estimating emissions for the various alternatives. There is no established method for determining the standard deviation of average speed estimates. The estimates shown for each alternative are the best estimates that could be made using the underlying travel models.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-45	For all future year (2028) model runs, all funded highway improvement projects in this area were included. As part of the transportation conformity analysis, a regional emission reduction test (40 CFR 93.119) was completed for proposed Route 92. The procedures set forth for a regional emission reduction test do not require evaluating the statistical significance of emissions reductions. With proposed Route 92, regional vehicular emissions of VOCs would be 0.35 tons/hr, compared to 0.38 tons/hr for the 2028 No-Action scenario. These hourly emissions are equal to 3,066 tons/yr and 3,328 tons/yr, respectively. The net reduction in annual VOC emissions would be 262 tons/yr. Similarly, for carbon monoxide (CO), regional vehicular emissions would be 14.51 tons/hr compared to 14.71 tons/hr for the 2028 No-Action scenario. These hourly emissions are equal to 127,108 tons/yr and 128,859 tons/yr, respectively. The net reduction in annual VOC emissions would be 1,751 tons/yr.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-46	See response to comment BBN-1.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-47a	As stated in Section 4.2.1.1 of the EIS, the roadway bedding material used in the Devil's Brook wetlands would be more permeable than the existing soil. Therefore, the proposed fill would not block groundwater flow. In addition, the 525-foot bridge over Devil's Brook and the 520-foot bridge over the Amtrak Northeast Corridor rail line are designed to minimize changes in wetland hydrology. At the proposed location of the Devil's Brook bridge, the flow of Devil's Brook is currently diverted to a drainage channel that flows northwest to another channel that parallels the Amtrak lines (see Section 3.3.1.1 of the EIS). The 12.03 acres include only filled wetlands and open water.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-47b	Please see the responses to comments NJDEP-7 and CGSC-5. No evidence has been found or presented that indicates that the types of mammals present in the Plainsboro Preserve would not pass under the proposed bridges over Devil's Brook and the Amtrak railroad tracks.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-47c	Comment noted.

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WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-47d	The DEIS does acknowledge that bird populations could be adversely affected in the local area. Except in the Devil's Brook area, the woodland habitats through which the roadway would pass are not sufficiently large to provide habitat to neotropical bird populations. The EIS identifies the extent of edge impacts to wildlife, as the distance from the edge of the forest into the forest interior within which adverse effects to interior dwelling species are most likely to occur. Beyond those edge impact zones, minimal to no adverse impacts from the roadway are anticipated. Please see also the responses to comments SBMWA2-7 and USFWS-26.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-48	A stream encroachment permit is generally required for construction in a floodplain. NJTA requested exemptions from the 20-percent fill rule for two areas because compliance with the rule in these areas is not feasible.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-49	See response to comment CGSC-6. To comply with the new 2004 stormwater regulations, the stormwater management system must be monitored and maintained. Appropriate modifications and/or repairs would be implemented if a component of the system failed. The stormwater management controls would control the velocity and composition of the stormwater. The goal of the new regulations is to limit the impact of stormwater runoff on the receiving waters.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-50	Noise receptor location R-9, the closest monitoring location to Amtrak Northeast Corridor rail line (approximately 1,000 feet away,) had a background noise level of 49.7 dBA. This measured level included noise generated by the current Amtrak line. According to a New Jersey Transit schedule, 102 NJT passenger trains per day use this rail line; an additional 32 Amtrak trains are estimated to also use this rail line for a total of 134 passenger trains per day, or approximately 6 trains per hour, on average (more during peak hours). In addition, freight trains use the rail line. The addition of Route 92 traffic noise to the background noise would increase the peak-hour traffic noise level to 55 dBA at R-9. Route 92 would increase noise levels by 5.3 dBA above the existing condition, according to the results from the FHWA STAMINA 2.0 noise model. According to FHWA guidance (See EIS Table 3-12), a 5-dBA increase or greater is considered a perceptible change. Therefore, the overall potential noise impacts at R-9 are anticipated to be perceptible during peak-hour traffic conditions and minor during off-peak hours.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-51	Please see the responses to comments AMEC-3 and SCLL2-85.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-52a	The Circulation Element of the Township of South Brunswick Master Plan anticipates restriction of truck traffic from Ridge Road/Heathcote Road west of US Route 1 after certain intersection improvements are complete, including improvements to the intersection of US Route 1 and Route 522. This approach is also presented as a mitigation measure for traffic on Ridge Road/Heathcote Road in Section 5.3.10 of the DEIS. Trucks not responding to emergencies or making local pickups would be excluded.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-52b	Existing development near the proposed Route 92 interchanges was approved over a period of time, not at any particular time. Proposed Route 92 would impose no significant restrictions on existing development near the interchanges. In the absence of Route 92, existing limitations on east-west travel in the area will continue.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-52c	Assessment of the quality of land use planning in individual municipalities is beyond the scope of the EIS.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-53	NJSA 7:13-2.14(a)(7) provides for exemptions from the 20-percent net fill restriction for highway projects that cannot meet the restriction because of limited right-of-way, provided that the applicant demonstrates to NJDEP that there is a need for the project that can not be met by any other means, and that the project is designed to minimize the total volume of fill to the greatest extent possible. Floodplain mitigation measures are described in Section 5.3.2 of the DEIS.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-54a	A storm water pollution prevention plan (SPPP) will be prepared by the NJTA to ensure controls are in place to prevent and mitigate any unwanted effects of the construction process. The NJTA will employ fuel spill mitigation measures if there are any incidents during construction or, upon completion of the proposed roadway, during regular use.

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WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-54b	The most recent estimate of impervious surface that would be added by proposed Route 92 is 147 acres. Under the 2004 stormwater management rules, the proposed stormwater management basins (SMBs) will be designed for stormwater recharge. The 2004 stormwater regulations state that either 100 percent of the site's average annual pre-development groundwater recharge volume must be maintained after development, or that 100 percent of the difference between the site's pre- and post-development 2-year runoff volumes be infiltrated. The increase of impervious area by 147 acres would not translate into 147 acres of lost recharge capacity.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-54c	Tables 4-7, 4-8, and 4-9 in the DEIS presented the estimated pollutant loads for the Heathcote Brook, Devil's Brook, and Shallow Brook subbasins, respectively. The proposed stormwater management basins (SMBs) and other proposed treatment devices would reduce these loads. NJTA has revised the stormwater management plan to comply with the 2004 stormwater regulations. The 2004 regulations specify that runoff collected from parking lots, roads, and other on-grade impervious surfaces and conveyed to a subsurface recharge impoundment must be pretreated to remove 80 percent of the total suspended solids (TSS) in order to prevent the loss of storage volume and /or recharge capacity due to sedimentation and clogging. The longer it takes for water to be transmitted through the soil, the higher the percentage of pollutant reduction by filtration, plant uptake, adsorption by soil particles and chemical break-down of pollutants by microorganisms (see DEIS Section 3.3.2.1). The updated estimate of pollutant loads is not available at this time.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-54d	See response to comment CD-9.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-55	Wetland units 2 through 6 are hydraulically connected and, although identified as separate units, can be considered as subareas of a large wetland system. Wetland units 1 and 7 are distinct units not directly connected with the other five wetland units, and are therefore identified and evaluated as individual wetland units. Combining units 2 through 6 for the purpose of a wetland functional assessment acknowledges that this is a wetland system, and in so doing does not mask the functions or values of any particular subunit. Combining these units increases the area of wetland being evaluated as well as interspersions of habitat types, the variety of plant species and the interconnectedness of these wetland areas and most likely yields a higher overall assessment of wetland function than if these units were evaluated separately.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-56	Rather than accepting the loss of 25% of the southern arrowhead population, NJTA proposes to transplant southern arrowhead plants currently located within the footprint of the proposed bridge over Devil's Brook. Southern arrowhead is known to be easily transplanted. Additional southern arrowhead plants may be propagated from seeds in a greenhouse and planted in appropriate locations near proposed Route 92. In addition, because southern arrowhead grows better under a broken forest canopy, openings created to accommodate proposed Route 92 are likely to encourage expansion of the existing southern arrowhead population.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-57	The Van Pelt-Clark House was destroyed by fire on August 12, 2000. No further information is available. With respect to the Dey-Bayles House, please see the response to comment CGSC-4. Hunter Research reported in 1996 that the Ayres-Lane house was "in extremely deteriorated condition," that it was "in extremely poor repair with many broken windows and open doors," and that it was "in poor condition due to insect infestation, water and fire damage, and exposure to the elements." No work has been done on the house since 1996. It is always possible that cultural resources have been missed; however, this appears unlikely in light of the multiple cultural resources assessments of the proposed Route 92 corridor performed by Louis Berger & Associates in 1986 and 1991, Hunter Research in 1994 and 1996, and Richard Grubb & Associates in 2002. Berger and Hunter performed archaeological investigations.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-58	Carbon monoxide (CO) intersection "hotspot" analyses were not performed for the US Route 1 widening with signal removal option because this alternative would provide higher travel speeds and lower vehicle miles traveled than the No-Action alternative, and would result in reduced congestion. It is expected that these conditions would reduce CO emissions at US Route 1 intersections, eliminating the need for this analysis.

Commenter Code	Commenter	Comment #	Response
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-59a	The traffic analyses in the EIS are based on a customized traffic model described in the Draft EIS, Appendix C, Part A.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-59b	See response to comment SCLL2-21d.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-59c	See response to comment SCLL2-21d.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-59d	See response to comment SCLL2-21d.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-59e	Corresponding table for US Route 1 Widening and Signal Removal alternative is on page 4-93.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-59f	There is no established method for determining the statistical variation of travel time estimates. The estimates shown for each alternative are the best estimates that could be made using the underlying travel models.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-60a	The quoted passage from the DEIS is based on the principle that the aesthetic impact of a project is greater in places where more people see the project. No evidence has been found or offered that proposed Route 92 would decrease regional aesthetics and property values. Local aesthetic impacts are expected along the Route 92 corridor, as addressed in Section 4.2.9 of the DEIS, and mitigation by vegetative screening is proposed in Section 5.3.12 of the FEIS.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-60b	NJTA believes that the proposed Route 92 alignment developed over several years reduces or avoids environmental impacts to the maximum extent possible. This includes aesthetic (visual) impacts. Input from potentially affected residents along the proposed alignment has been received at the public scoping sessions and public hearings held on the proposed project. In addition, written comments on the proposed alignment have been received from residents. This residents' input is being carefully considered by the USACE in its review of the application for a Department of the Army permit for the proposed project.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-61	Typically, construction contractors move crews from one job location to another, rather than hiring and training a new crew at each location. Local spending associated with construction projects may include spending for construction materials, supplies, and minor equipment, as well as employee lodging, meals, and entertainment.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-62a	Traffic reduction encourages walking and bicycle riding whether or not sidewalks, bicycle lanes, and traffic signals are provided. The DEIS does not state that this benefit would amount to a change in neighborhood character. In the DEIS the term "quality of life" refers to the extent to which people experience enjoyment and satisfaction in their lives.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-62b	South Brunswick's 2000 Master Plan Reexamination Report does not contain traffic data or analysis; therefore, no conclusion can be drawn as to why South Brunswick's conclusion concerning the USEPA Modified No-Build Alternative differs from that of the DEIS.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-63	The traffic model assumed that a Penns Neck bypass would be built. Without such a bypass, the need for Route 92 would be somewhat greater.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-64	The quoted statement is taken from DEIS Section 4.2.15.3-Air Quality and Transportation, and relates only to the positive cumulative effects of proposed Route 92 on air quality and transportation. Other subsections within Section 4.2.15 address cumulative wetland and natural resource effects.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-65	Any individual through-road would be a detriment to the Plainsboro Preserve, but the issue discussed in the section of the EIS referenced here is cumulative impacts. The EIS states that cumulative impacts from building through-roads in the preserve are unlikely, because Green Acres regulations restrict road building for non-park purposes.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-66	See response to comment SCLL2-66.

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WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-67	The environmental effects of alternative approaches to providing increased east-west travel capacity are not subsidiary to need in the DEIS; the DEIS provides information about the need for increased east-west travel capacity, and then examines in detail the environmental effects of pursuing alternative courses of action.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-68	The US Route 1 Widening and Signal Removal alternative would not be expected to add truck traffic to Heathcote Road (see Figures 4-9 and 4-10)
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-69	The actual number of known contaminated sites potentially impacted by the US Route 1 Widening and Signal Removal Alternative is 11, as shown in Table 3-16, rather than 19, as stated on page 4-100. The contaminated sites along US Route 1 have the potential to delay construction work rather than to prohibit it. During the widening and signal removal project, whatever contamination is present would be dealt with appropriately and to the extent necessary.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-70	Please see response to comment KVFC-1.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-71	See response to comment SCLL2-41b.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-72	The FHWA noise abatement criteria, presented in Table 3-13, are based on specific land use categories. For those land uses defined as picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals the noise abatement criterion is set at 67 dBA (Activity Category B). For developed lands not defined in Activity Category C, the noise abatement criterion is set at 71 dBA. Based on these criteria the noise impacts to Activity Category B would be considered more severe.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-73	Under the New Jersey stormwater regulations that took effect in 2004, NJTA would have to demonstrate that proposed Route 92 would not increase the risk of flood damage relative to pre-construction conditions (see NJSA 7:8-5.4(a)(3)). The Route 92 design includes a stormwater management system designed to reduce flooding by reducing the peak rate of stormwater runoff.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-74a	See response to comment KGA1-3.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-74b	Under the 2004 Stormwater Management Rules, the required recharge is either equal to the pre-construction rate or the site must infiltrate the difference in the pre- and post-construction 2 year storm runoff volume. This rule prevents the construction of the roadway from significantly changing the existing characteristics of the ground and surface waters in terms of quantity.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-75	NJDEP has not determined that wetlands mitigation and restoration have been a failure. Many projects show poor results, but others are successful. In the letter cited by the commenter, the US Fish and Wildlife Service does not say wetland mitigation will not work. Rather, USFWS says wetland restoration succeeds more often than construction of forested wetland, and encourages NJTA to consider restoring drained wetlands in the McCormack Lake area rather than attempting to construct forested wetland. Potential difficulty in constructing wetlands is reflected in NJTA's proposed ratio of 57 acres of wetland mitigation to 13 acres of permanent wetland impacts. Please see also the responses to comments CGSC-7 and SBMWA2-7.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-76	The 202 acres of existing wetland and upland to be preserved are in South Brunswick, and are currently zoned RR, rural residential. This zone allows single-family homes with a minimum lot size of either 2 or 3 acres, depending on soil type. NJTA states that if it did not commit to preserving this land, it would have no use for the land and would dispose of it accordingly. In that case, potential future development of the land would be determined by South Brunswick.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-77	Specific procedures for monitoring transplanted southern arrowhead have not yet been developed. Transplanting would be supplemented by planting of southern arrowhead grown from seeds in a greenhouse.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-78	As described in Section 4.2.12 of the DEIS, proposed Route 92 would have socioeconomic impacts in addition to the need for emergency services on the roadway. However, no other socioeconomic impact is seen as requiring mitigation.

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WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-79	See response to comment SM-21.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-80	Please see response to comment PAI-3.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-81a	Although proposed Route 92 would pass through rural land use areas, the intersections evaluated in the carbon monoxide (CO) “hot spot” analyses are in congested traffic areas where background CO levels would be higher than those expected in a rural area. Therefore, to be conservative the higher suburban background CO concentrations were used. Changing background CO concentration levels to those representative of a rural area would suggest reduced project impacts because the impact analysis is based on adding the predicted CO concentrations from the project to background suburban or rural concentrations and then comparing them to the one- and eight-hour National Ambient Air Quality Standards (NAAQS).
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-81b	Please see the response to comment SCLL2-81a.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-82	Please see the expanded analysis of road system effects of the action alternatives presented in White Paper No. 1.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-83a	As part of the transportation conformity analysis, a regional emission reduction test (40 CFR 93.119) was completed for the project. The procedures specified for the regional emission reduction test do not require evaluating for statistically significant emissions reductions. They only require that the project demonstrate a net emission reduction. Nonetheless, the proposed Route 92 project would generate VOC emissions of 0.35 tons/hr compared to 0.38tons/hr for the 2028 No-Action scenario. These hourly emissions are equal to 3,066 tons/yr and 3,328 tons/yr. The net reduction in annual VOC emissions would be 262 tons/yr.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-83b	Table 8 in Appendix B compares projected vehicular emissions of VOC, CO and NOx for proposed Route 92 and US Route 1 widening with and without signal removal. Projected VOC and CO emissions for US Route 1 widening are slightly greater than proposed Route 92 and slightly less than under the no-action alternative. Projected vehicular emissions of NOx are the same for all three alternatives.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-84a	See responses to comments SCLL2-21b and SCLL2-63.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-84b	See response to comment SCLL2-21d.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-84c	Counts were used from at least nine locations in South Brunswick, including three along Route 1, three along Route 130, and three along Ridge Road.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-84d	No data at the municipality level are available that could be used to determine accurately the level of growth that has occurred in each municipality since 2001. The growth trend assumed was a continuation of recent trends, with the knowledge of land availability and development plans that would support a continuation of the observed trend.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-85	The FHWA noise abatement criteria, presented in Table 3-13, are based on specific land use categories. Activity Category A is defined as lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve intended purpose. The Category A noise abatement criterion is set at 57 dBA. Those land uses defined as picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals the noise abatement criterion is set at 67 dBA (Activity Category B). The Amtrak Northeast Corridor rail line abuts the west side of the preserve and a roadway abuts the east side of the preserve. Therefore, Activity Category B is the more appropriate land use classification and noise abatement criterion. The addition of Route 92 peak-hour traffic noise would increase the peak-hour noise level to 55 dBA in the Preserve. The predicted noise level increase from Route 92 traffic would be 5.3 dBA. Projected noise levels adjacent to the proposed Route 92 in the Plainsboro Preserve are anticipated to increase by 7-9 dBA. According to FHWA guidance (See EIS Table 3-12), a 5-dBA increase or greater is considered a perceptible change. Therefore, the overall potential noise impacts to the Plainsboro Preserve are anticipated to be

Commenter Code	Commenter	Comment #	Response
			perceptible during peak hour traffic conditions but not substantial. Construction would occur during the hours of 7:00 a.m. and 7:00 p.m., Monday through Friday. It is anticipated that daytime equivalent noise levels (Leq) would not exceed 75 dBA at 150 feet away. This noise level at approximately 700-1,000 feet away would be approximately 58-62 dBA. This would represent about 8-12 dBA increase over existing background levels. This represents a doubling of the noise, according FHWA guidance. However, construction would be a temporary activity.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-86	See response to comment CGSC-6. The engineer's reports in Appendix E remain relevant except for the discussions of engineering standards for stormwater management and measures proposed to comply with those standards.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-87	Appendix E is a compilation of engineers' reports appended to the EIS to provide background information. The sections of the reports addressing management of stormwater runoff from proposed Route 92 have been superseded by a new analysis consistent with the 2004 stormwater regulations. Please refer to Section 5.3.3.1 of the EIS.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-88a	The cautions and restrictions attached to the letter from the NJ Natural Heritage Program were not included in Appendix F of the DEIS. The cautions and restrictions state that the information in the Natural Heritage Database is not definitive, and is not a substitute for onsite surveys.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-88b	The surveys previously conducted for the species in question were not repeated subsequent to receipt of the letter from the NJ Natural Heritage Program.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-88c	Please see the response to comment NJDEP-5.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-88d	Several methods for describing the impact of proposed Route 92 on traffic conditions have been employed in the EIS including projected peak hour traffic volumes on local and secondary roads, projected peak hour traffic congestion levels (volume/capacity ratios), expected changes in travel times, and projected peak hour traffic conditions (Level of Service) at key intersections in the traffic study area. These various methods were chosen to provide a comprehensive presentation of the impacts of the proposed project compared to existing and future No Action traffic patterns.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-88e	It has not been shown that forested wetlands "at the proposed site" provide habitat for a large number of protected species. Only one protected species, the southern arrowhead plant, has been found within 800 feet of the proposed Route 92 right-of-way. Southern arrowhead is listed as endangered by New Jersey but not by the federal government. Please see also the response to comment USFWS-18. Pursuant to a Memorandum of Agreement between the U.S. Department of the Interior and USACE, a determination that a wetland is an Aquatic Resource of National Importance (ARNI) is a prerequisite for elevating a permit decision to higher levels in each agency.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-88f	NJTA intends to compensate for the 13.2 acres of filled or shaded wetlands by successfully constructing wetlands to replace them. It is difficult to construct forested wetlands, and several decades are required, but construction of forested wetlands is not impossible. NJTA states that proposed Route 92 has been redesigned several times to minimize wetland impacts. Alternatives with smaller wetland impacts either do not meet the project purpose or have other impacts that weigh against the reduction in wetland impacts (see Section 2 of the DEIS).
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-89a	Please see the expanded analysis of road system effects of the action alternatives presented in White Paper No. 1.
WC104	Sierra Club, NJ Chapter, Laura Lynch	SCLL2-89b	The project purpose was prepared by the EIS consultant working under the direction of USACE. Input to the Purpose and Need analysis included past studies, a detailed and updated traffic modeling analysis of the study area, and input from an expert transportation subconsultant.
WC105	Miller, Lori	LM-1	Comment noted. Improved east-west road system capacity, and the benefits of improved mobility in the study area accrue to both commuters and commercial transporters who distribute goods.
WC105	Miller, Lori	LM-2	Please see the responses to comments CGSC-7 and SBMWA2-7.

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WC106	Cooper, Simon	SC-1	The construction of Route 92 is expected to result in reduced traffic on Mapleton Road.
WC107	Anonymous Princeton resident	UNK3-1	The limited access design of Route 92 is consistent with NJ's smart growth goals. The DEIS notes that managing future road congestion is dependent on managing local development approvals in the project area. Route 92 is proposed in response to the congestion on local roads that will be caused by new development and approved development that is not yet built. The commenter's perspective on the beauty of the Princeton area is noted.
WC108	Pisano, Maria G.	MGP-1	The purpose and need for improved regional mobility, especially east-west mobility, is presented in detail in Sections 1.3, 1.4, and 3.7 of the DEIS. The inability of local roads to carry future traffic is discussed, and the utility of providing capability for vehicles to shift to and from the NJ Turnpike from the Route 1 corridor is discussed. Please see the responses to comments PRRA-3; SCJT-1; SCJT-7; SBTMG-8; SBTTV-3, and MKS-6.
WC109	Johnson, Debra	DJ2-1	Please see response to comment PAI-3.
WC109	Johnson, Debra	DJ2-2	Although USACE is the lead agency for determining whether a wetlands fill permit should be issued for proposed Route 92, EPA retains authority to prohibit filling of wetlands when EPA indicates the filling would have an unacceptable adverse effect on wildlife (see 33 USC 1344(c)). EPA and the Department of the Army, of which USACE is a part, have also entered into a "memorandum of agreement" providing a means to resolve disagreements between EPA and USACE on whether to grant wetlands fill permits (Clean Water Act Section 404(q) Memorandum of Agreement Between the Environmental Protection Agency and the Department of the Army).
WC110	West Windsor Citizens for Transportation Alternatives, Paula McGuire	PMc-1	Please see response to comment PAI-3.
WC110	West Windsor Citizens for Transportation Alternatives, Paula McGuire	PMc-2	See response to comment SCLL2-21d.
WC110	West Windsor Citizens for Transportation Alternatives, Paula McGuire	PMc-3	Please see White Paper No. 1 for an expanded discussion of the performance of proposed Route 92. Also, please see response to comment SBMWA2-5, regarding fix-it-first projects.
WC110	West Windsor Citizens for Transportation Alternatives, Paula McGuire	PMc-4	The Plainsboro Preserve is currently affected by noise from the Amtrak Northeast Corridor rail line, which abuts the west side of the Preserve, and from a roadway that abuts the east side of the preserve. According to the New Jersey Transit schedule, 102 NJT passenger trains per weekday use this rail line; an additional 32 Amtrak trains are estimated to also use this rail line for a total of 134 passenger trains per day, or approximately 6 trains per hour, on average (more during peak hours). Freight trains also use the line. Noise receptor R-9, which is located near the Preserve and is considered representative of the Preserve site, had a background noise level of 49.7 dBA. This noise level includes noise generated by train operations on the Amtrak line. The addition of Route 92 peak hour traffic noise to the background noise would increase the peak-hour noise level to 55 dBA. The predicted noise increase in the center of the Preserve from Route 92 traffic would be 5.3 dBA. Projected noise levels immediately adjacent to proposed Route 92 in the Plainsboro Preserve are anticipated to increase by 7-9 dBA. According to FHWA guidance (See EIS Table 3-12), a 5-dBA increase or greater is considered a perceptible change. Therefore, the overall potential noise impacts to the Plainsboro Preserve are anticipated to be perceptible during peak-hour traffic conditions but not substantial. During off-peak traffic hours, the noise level increases from Route 92 in the Preserve are predicted to be minor.
WC110	West Windsor Citizens for Transportation Alternatives, Paula McGuire	PMc-5	Please see responses to comments SBMWA2-2 and SCLL2-05.
WC110	West Windsor Citizens for Transportation Alternatives, Paula McGuire	PMc-6	See response to DW-10.

Commenter Code	Commenter	Comment #	Response
WC111	Mikkelsen, David & Sally	DSM-1	Comment noted. The Alternatives Screening analysis, as presented in Section 2.7 of the DEIS, seeks first to eliminate from consideration those projects that exhibit high environmental impacts (wetlands, parkland, residential and business dislocation, etc.). Only after the environmental screening were alternatives assessed against Smart Growth and Purpose-Need goals.
WC111	Mikkelsen, David & Sally	DSM-2a	See response to comment CD-3.
WC111	Mikkelsen, David & Sally	DSM-2b	Comment noted.
WC111	Mikkelsen, David & Sally	DSM-2c	See response to comment SCLL2-21d.
WC111	Mikkelsen, David & Sally	DSM-2d	See response to comment SCLL2-21d.
WC111	Mikkelsen, David & Sally	DSM-4	NJTA states that proposed Route 92 has been redesigned several times to minimize impact to wetlands. Alternatives with smaller wetland impacts do not meet the project purpose or have other adverse impacts that weigh against the reduction in wetland impacts (see Section 2 of the DEIS). Please see also the responses to comments CGSC-7 and SBMWA2-7.
WC111	Mikkelsen, David & Sally	DSM-5	See response to comment AMEC-2.
WC111	Mikkelsen, David & Sally	DSM-6	Please see response to comment PAI-3.
WC112	Peel, Mark	MPE2-1	The project purpose of improving regional mobility, especially east-west mobility, in the study area would be served by creating east-west linkage among high capacity north-south highways in the study area. An east-west connector would provide flexibility for motorists and allow shifts from one north-south route to another, if one route were impeded by a motor vehicle accident or congestion. Please see White Paper No. 1 for an expanded discussion of the performance of proposed Route 92.
WC113	Chunko, Michael	MC-1	Please see responses to CM-5, PRRA-3; SCJT-1; SCJT-7; SBTMG-8; SBTTV-3, and MKS-6.
WC113	Chunko, Michael	MC-2	Comment noted. With respect to southern arrowhead, please see the response to comment SCLL2-56.
WC113	Chunko, Michael	MC-3	See response to comment TSTC2-10.
WC113	Chunko, Michael	MC-4	Please see response to comment PAI-3.
WC114	Collins , Ed	EC-1	Please see responses to comments SCLL2-41a and TP-1.
WC114	Collins , Ed	EC-2a	See response to comment TSTC2-9.
WC114	Collins , Ed	EC-2b	See response to comment SCLL2-21d.
WC114	Collins , Ed	EC-2c	See response to comment TSTC2-10.
WC115	Czako, Gabor	GC-1	Comment noted.
WC116	Jackson, Lorraine	LJ-1	The studies represented in the DEIS indicate that proposed Route 92 has the least environmental impact of the alternatives other than improvement of US Route 1, and that improvement of US Route 1 would only partially meet the purpose of the project, described in Section 1.3 of the DEIS.
WC116	Jackson, Lorraine	LJ-2	Please see the responses to comments CGSC-7 and SBMWA2-7.
WC117	Shah, Jay	JSH-1	Comment noted.
WC118	Washington Road Elms Preservation Trust, Sarah Hollister	SH-1	Comment noted.
WC118	Washington Road Elms Preservation Trust, Sarah Hollister	SH-2	See response to comment CD-1.
WC118	Washington Road Elms Preservation Trust, Sarah Hollister	SH-3	Comment noted.

Commenter Code	Commenter	Comment #	Response
WC118	Washington Road Elms Preservation Trust, Sarah Hollister	SH-4	No noise measurements were taken at the Audubon Nature Center. However, the measured noise level at location R-9 was 49.7 dBA. R-9 is considered representative of background noise levels at the nature center because both are quiet locations away from major roads. The Audubon Nature Center is located approximately 4,000 feet from the Amtrak Northeast Corridor rail line and would be located approximately 3,000 feet away from Route 92. The predicted noise level at the Audubon Nature Center generated by adding Route 92 peak-hour traffic would be 51.8 dBA, which is a noise level increase of 2.1 dBA. According to FHWA studies, a 3-dBA increase or less is considered a barely perceptible change by humans. Therefore, the potential noise impacts to Audubon Nature Center are anticipated to be minor.
WC118	Washington Road Elms Preservation Trust, Sarah Hollister	SH-5	The suggested alternative alignment is very similar to that presented in Section 2.6.2, which was found to exhibit significantly greater impacts than Route 92. With respect to Route 522, please see responses to CM-5, PRRA-3; SCJT-1; SCJT-7; SBTMG-8; SBTTV-3, and MKS-6.
WC118	Washington Road Elms Preservation Trust, Sarah Hollister	SH-6	Devil's Brook and Heathcote Brook are both classified FW2-NT (non trout) waters in accordance with Surface Water Quality Standards (N.J.A.C. 7:9B) of the NJDEP. Because of the 2004 Stormwater Management Rules, the water quality in the brooks is further protected. To meet the new rules, the stormwater management plan has to remove 80 percent of the post-construction TSS concentration and provide recharge capacity to either equal the pre-construction value or infiltrate the difference in the pre- and post-construction 2-year storm runoff.
WC118	Washington Road Elms Preservation Trust, Sarah Hollister	SH-7	Please see the response to comment NJDEP-5.
WC119	Zeman, Anne M.	AZ-1	Wetlands impacts are addressed in Section 4.2.3.4 of the DEIS. The traffic analysis in Section 4.2.7 of the DEIS indicates that future traffic conditions will be better with proposed Route 92 than without it. Please refer to Section 4.2.1.3 and the response to comment KVAC-3 regarding impacts to the Village of Kingston.
WC120	Bovarnick, Daniel	DBO-1	See response to comment TP2-2.
WC120	Bovarnick, Daniel	DBO-2	Please see the response to comment MKS-2.
WC120	Bovarnick, Daniel	DBO-3	See response to comment SCLL2-21d.
WC120	Bovarnick, Daniel	DBO-4	Please see responses to comments TSTC3-3 and TSTC3-4.
WC120	Bovarnick, Daniel	DBO-5	Please see the response to comment MKS-5.
WC120	Bovarnick, Daniel	DBO-6	Regarding commenter's preference for Route 1 improvements, the comment is noted. Regarding Route 522, please see responses to CM-5, PRRA-3, SCJT-1, SCJT-7, SBTMG-8, SBTTV-3 and MKS-6.
WC120	Bovarnick, Daniel	DBO-7	The DEIS does not indicate that traffic congestion in the area of proposed Route 92 will not reach significant levels for 30 years. Traffic congestion is significant now.
WC120	Bovarnick, Daniel	DBO-8	Please see response to comment PAI-3.
WC121	LaRosa, Jeanette	JLA-1	See response to comment TSTC2-10.
WC122	Pesari, Harish	HP-1	Please see responses to comments TP2-2, MKS-2 and SCLL2-21d.
WC122	Pesari, Harish	HP-2	Please see the responses to comments TSTC3-3, TSTC3-4, MKS-5 and MKS-6.
WC122	Pesari, Harish	HP-3	Please see the response to comment MKS-6.
WC122	Pesari, Harish	HP-4	Please see the response to comment PAI-3.
WC123	Siegel, Larry	LSI-1	Comment noted. With respect to southern arrowhead, please see the response to comment SCLL2-56.
WC123	Siegel, Larry	LSI-2	See responses to comments TSTC2-10 and SCLL2-21d.
WC123	Siegel, Larry	LSI-3	Please see response to comment DBO-6.
WC123	Siegel, Larry	LSI-4	Please see response to comment PAI-3.
WC124	Wall, Dana	DWA-1	Comment noted. With respect to southern arrowhead, please see the response to comment SCLL2-56.

Commenter Code	Commenter	Comment #	Response
WC124	Wall, Dana	DWA-2	See responses to comments TSTC2-10 and SCLL2-21d.
WC124	Wall, Dana	DWA-3	Please see response to comment DBO-6.
WC124	Wall, Dana	DWA-4	Please see response to comment PAI-3.
WC125	Southgate, Gwen	GS-1	Please see the response to comment MKS-2.
WC125	Southgate, Gwen	GS-2	See responses to comments RY-2 and PM-4.
WC125	Southgate, Gwen	GS-3	Please see the response to comment SBMWA2-2.
WC126	Geraghty, Leona	LGE-1	Comment noted.
WC127	Hayes, Barbara D.	BDH-1	See response to comment SCLL2-18.
WC127	Hayes, Barbara D.	BDH-2	Please see the responses to comments SBMWA2-2, CM-5, PRRA-3; SCJT-1; SCJT-7; SBTMG-8; SBTTV-3, and MKS-6.
WC127	Hayes, Barbara D.	BDH-3	Please see response to comment HOTJK-5.
WC127	Hayes, Barbara D.	BDH-4	Please see response to comment PAI-3.
WC128	von Zumbusch, Robert	RVZ-1	See response to AMEC-4.
WC128	von Zumbusch, Robert	RVZ-2	Please see response to comment PAI-3.
WC128	von Zumbusch, Robert	RVZ-3	See response to comment TSTC2-10.
WC129	Dye, Cecilia M.	CMD-1	<p>The rear line of the house at 82 Friendship Road would be approximately 200 feet from the edge of the nearest travel lane. The existing noise level measured at a location near 82 Friendship Road, i.e., west of 84 Friendship Road, was 63.2 dBA (Leq) in the morning. At this location, proposed Route 92 would increase peak hour Leq noise levels by 5.7 dBA in the year 2028. This is considered a perceptible change but not a significant change, according to FHWA guidance. See Table 3-12 of the EIS. The noise assessment shows no substantial adverse noise impact and the criteria for requiring installation of noise barriers are not met. The absence of significant noise impacts indicates that significant noise-related human health effects would not occur.</p> <p>Please see also the response to comment HOTWP-13.</p>
WC129	Dye, Cecilia M.	CMD-2	Please see response to comment SCLL2-33.
WC129	Dye, Cecilia M.	CMD-3	Please see the responses to comments SBMWA2-2, CM-5, PRRA-3; SCJT-1; SCJT-7; SBTMG-8; SBTTV-3, and MKS-6.
WC129	Dye, Cecilia M.	CMD-4	Please see the response to comment TP2-2.
WC129	Dye, Cecilia M.	CMD-5	Please see the responses to comments MKS-2 and SCLL2-21d.
WC129	Dye, Cecilia M.	CMD-6	Please see the responses to comments TSTC3-3, TSTC3-4 and MKS-5.
WC129	Dye, Cecilia M.	CMD-7	Please see the response to comment MKS-6.
WC129	Dye, Cecilia M.	CMD-8	Please see response to comment PAI-3.
WC130	Pantaleo, Tari	TP3-1	Comment noted.
WC130	Pantaleo, Tari	TP3-2	The traffic projections incorporate the fact that many TDM measures including telecommuting are in use now and will continue. However, in the project planning period, even the most optimistic projections of expanded future telecommuting would not be expected to reduce projected traffic growth due to development such that the traffic modeling conclusions would be affected. Increases in traffic are expected along roadways in coming years with or without Route 92. The project is intended to offer an alternative to local roads and divert some traffic onto this alternative.
WC130	Pantaleo, Tari	TP3-3	See response to FRTWP-23.
WC131	Cohen, Ira J.	IJC-1	Please see response to comment ZP-1 and AG-1.
WC132	Various New Jersey residents	PRO92-1	Commenter supports Route 92; notes reductions to air pollution and motoring and pedestrian safety.

Commenter Code	Commenter	Comment #	Response
WC133	Plainsboro Twp, Robert O. Sheehan	PLTRS2-1	Commenter indicates that increasing use of local roads would divide the community, and local roads are not appropriate for increasing volumes of regional traffic.
WC133	Plainsboro Twp, Robert O. Sheehan	PLTRS2-2	Commenter supports the implementation of proposed Route 92 to address needs and problems that have been put off by delay on the project.
WC134	Cranbury Twp, Richard Stannard	CRTWP-1	Comment noted.
WC134	Cranbury Twp, Richard Stannard	CRTWP-2	Comment in support of proposed Route 92 noted.
WC135	Mayors of Plainsboro Twp, West Windsor Twp, Princeton Borough, Princeton Twp, and Hightstown Borough	92NOW-1	Comment noted in support of needs analysis
WC135	Mayors of Plainsboro Twp, West Windsor Twp, Princeton Borough, Princeton Twp, and Hightstown Borough	92NOW-2	Comment concurred with.
WC135	Mayors of Plainsboro Twp, West Windsor Twp, Princeton Borough, Princeton Twp, and Hightstown Borough	92NOW-3	Comment noted in support of alternatives analysis.
WC135	Mayors of Plainsboro Twp, West Windsor Twp, Princeton Borough, Princeton Twp, and Hightstown Borough	92NOW-4	Comment concurred with.
WC135	Mayors of Plainsboro Twp, West Windsor Twp, Princeton Borough, Princeton Twp, and Hightstown Borough	92NOW-5	Commenter observes need to take through traffic off local roads.
WC136	Center Point at 8A, Doris Ebeid	CP8A-1	Commenter is a business noting the need for improved east-west access to the NJ Turnpike.
WC137	Central Jersey Transportation Forum, John J. Coscia	CJTF-1	Central Jersey Transportation Forum notes separate transportation modeling shows additional east-west access will improve mobility and reduce congestion.
WC138	NJ Concrete and Aggregate Assoc., William F. Layton	NJCAA-1	Commenter is a business that indicates strong need for improved access to the NJ Turnpike.
WC139	Regional Planning Partnership, Dianne R. Brake	RPP2-1	Regional Planning Partnership indicates long support for proposed Route 92, but opposed extension through the Hopewell Valley under an earlier route.
WC139	Regional Planning Partnership, Dianne R. Brake	RPP2-2	Comment noted.
WC139	Regional Planning Partnership, Dianne R. Brake	RPP2-3	Comment noted.
WC139	Regional Planning Partnership, Dianne R. Brake	RPP2-4	Comment noted.
WC139	Regional Planning Partnership, Dianne R. Brake	RPP2-5	Commenter indicates that a public opinion poll shows a majority of respondents feel a need for an east-west connector to improve quality of life.

Commenter Code	Commenter	Comment #	Response
WC139	Regional Planning Partnership, Dianne R. Brake	RPP2-6	Comment noted.
WC139	Regional Planning Partnership, Dianne R. Brake	RPP2-7	Comment noted.
WC140	Utility and Transportation Contractors Assoc. of NJ, Robert A. Briant, Jr.	UTCA-1	Commenter's perspective is noted (proposed Route 92 would enhance pedestrian and local traffic safety).
WC141	92 NOW, Cindy Gordon	92NOW2-1	Comment noted regarding importance of providing a connection from Route 1 to NJ Turnpike that does not depend on smaller (local) roads.
WC141	92 NOW, Cindy Gordon	92NOW2-2	Comment concurred with.
WC141	92 NOW, Cindy Gordon	92NOW2-3	Comment noted.
WC141	92 NOW, Cindy Gordon	92NOW2-4	Commenter reiterates finding of DEIS regarding low effectiveness of improving local roads.
WC141	92 NOW, Cindy Gordon	92NOW2-5	Comment noted.
WC142	No 92, Cindy Dowgin	CD2-1	See responses to comments TSTC2-9, TSTC2-10 and BBN-1.
WC142	No 92, Cindy Dowgin	CD2-2	The limited effectiveness of improvements to local intersections and Route 522 is addressed in Sections 2.4.1 and 2.4.2 of the DEIS. Regarding improvements to Route 522 please see responses to comments SBMWA2-2, CM-5, PRRA-3; SCJT-1; SCJT-7; SBTMG-8; SBTTV-3, and MKS-6.
WC142	No 92, Cindy Dowgin	CD2-3	There is no indication that construction of proposed Route 92 would cause significant damage to wetlands beyond the 13.2 acres filled or shaded. Bridges are proposed to span Devil's Brook and the Amtrak rail line, not McCormack Lake. McCormack Lake begins more than 800 feet south of the proposed Route 92 right-of-way. Use of chemicals on the road would be limited and any spills would be required to be contained and promptly cleaned up. Runoff from the highway would be diverted to stormwater management basins or other treatment devices. With respect to road salt, please see the response to comment SBTAZ-14.
WC142	No 92, Cindy Dowgin	CD2-4	The 2004 Stormwater Management Rules require that the post-construction groundwater recharge be equal to the pre-construction condition or that the increase in runoff volume of the 2-year storm from pre-construction to post-construction is infiltrated. The likelihood of pollutants entering the groundwater table is dependent upon the permeability and structure of the overlying soils. As described in Section 3.3.2.1, most of the Proposed Route 92 Corridor is characterized by a moderate vulnerability to groundwater contamination resulting from moderate transmissivity rates. No soils in the Proposed Route 92 Corridor are designated as hydrologic group A, defined as soils with a high rate of water transmission. All of the soils in the Proposed Route 92 Corridor are hydrologic group B, C or D, representing moderate, slow and very slow rates of water transmission, respectively. Due to the lack of soils with high transmission rates, infiltration of contaminated stormwater runoff generated by proposed Route 92 should not pose an adverse threat to groundwater quality. Many pollutants would be taken up by plants, adsorbed by sediments and soil, or broken down by microorganisms in the soil before they reach the groundwater table. Aquifer recharge is also highly dependent upon the permeability of overlying geologic formations. The more permeable a geologic formation, the greater the recharge to the aquifer. Increased development leads to a decrease in pervious surfaces by the placement of impervious pavement. This results in a reduction of surface area through which aquifer recharge can be conducted. Construction of proposed Route 92 would result in a loss of approximately 147 acres of pervious land, reducing this surface area through which an aquifer can be recharged. The Proposed Route 92 Corridor is largely composed of geologic units characterized by fine sand and silt deposits of medium permeability. The uppermost geologic units in the remainder of the Proposed Route 92 Corridor are characterized by fractured bedrock of low permeability. The proposed Route 92 project could represent a minor impact to aquifer recharge, as there would be a loss of permeability on 147 acres of land currently characterized by medium and slow permeability, although no effect on land currently characterized by high permeability. However, the proposed stormwater detention basins are expected to mitigate this impact, as the detention basins will provide an opportunity

Commenter Code	Commenter	Comment #	Response
			for recharge of the stormwater.
WC142	No 92, Cindy Dowgin	CD2-5	The Plainsboro Preserve is currently affected by noise from the Amtrak Northeast Corridor rail line, which abuts the west side of the preserve, and from a roadway that abuts the east side of the preserve. According to the New Jersey Transit schedule, 102 NJT passenger trains per weekday use this rail line; an additional 32 Amtrak trains are estimated to also use this rail line for a total of 134 passenger trains per day, or approximately 6 trains per hour, on average (more during peak hours). In addition, freight trains use the rail line. Noise receptor location R-9, which is located near the Preserve and is considered representative of the Preserve site, had a background noise level of 49.7 dBA. This noise level includes noise generated by train operations on the Amtrak line. The addition of Route 92 peak hour traffic noise to the background noise would increase the peak-hour noise level to 55 dBA. The predicted noise increase in the center of the Preserve from Route 92 traffic would be 5.3 dBA. Projected noise levels immediately adjacent to proposed Route 92 in the Plainsboro Preserve are anticipated to increase by 7-9 dBA. According to FHWA guidance (See EIS Table 3-12), a 5-dBA increase or greater is considered a perceptible change. Therefore, the overall potential noise impacts to the Plainsboro Preserve are anticipated to be perceptible but not substantial during peak-hour traffic conditions. During off-peak traffic hours, the noise level increases from Route 92 in the Preserve are predicted to be minor. Overall noise impacts to wildlife are expected to be less than a 5 dBA increase, which would be barely perceptible. With respect to bald eagles, please see the response to comment NJDEP-5.
WC142	No 92, Cindy Dowgin	CD2-6	Please see response to comment TSTC3-3.
WC142	No 92, Cindy Dowgin	CD2-7	The regional traffic modeling conducted to assess the need for, and effectiveness of the alternatives is presented in Section 1 of the DEIS, as well as in Appendix C. Additional analysis of project need was conducted to respond to public input, and the results are presented in White Paper No. 1.
WC142	No 92, Cindy Dowgin	CD2-8	Please see response to comment PAI-3.
WC142	No 92, Cindy Dowgin	CD2-9	Please see responses to comments SCLL2-05 and MKS-6.
WC143	Princeton Packet	PRPAC-1	Commenter asserts that proposed Route 92 is needed to ease traffic congestion on local roads and to relieve pressure on US Route. 1.
WC143	Princeton Packet	PRPAC-2	Comment concurred with.
WC143	Princeton Packet	PRPAC-3	Comment noted.
WC144	92 NOW	92NOW3-1	Commenter asserts need for improved limited-access east-west mobility.
WC144	92 NOW	92NOW3-2	Comment noted in support of alternatives analysis, and highlights finding of DEIS regarding low effectiveness of improving local roads.
WC144	92 NOW	92NOW3-3	Comment concurred with.
WC144	92 NOW	92NOW3-4	Comment noted.
WC144	92 NOW	92NOW3-5	Comment noted.
WC144	92 NOW	92NOW3-6	Comment noted.
WC145	Local 472, Heavy and General Construction Laborers' Union, Jonh Hibbs	LO472-1	Comment concurred with.
WC146	College Park at Princeton Forrestal Center, Vincent Marano	CPPFC-1	Comment noted in support of need for proposed Route 92.
WC147	Senopoulos, Harry	HS-1	Commenter is local resident who notes that more cars from out of area are using local roads for east-west travel in study area.
WC148	Jones, Roger & Elizabeth	REJ-1	Commenter is local resident who concludes proposed Route 92 is superior to other alternatives in coping with increasing local traffic.
WC149	Heron, Frank & Mandy	FMH-1	Local resident comment noted on increasing traffic on Dey Road, especially trucks, impacts from traffic, and delays in travel. Notes that Dey Road was never designed to function as a regional connecting highway, and supports implementation of proposed Route 92.

Committer Code	Committer	Comment #	Response
WC149	Heron, Frank & Mandy	FMH-2	According to Table 4-13, if Route 92 were built, projected combined peak AM and PM traffic volumes are expected to decrease by 64 percent along Dey Road and 49 percent along Plainsboro Road in 2028 compared to No Action. These are the nearest roads to the commenter included in Table 4-13. As a result, peak hour noise levels would also be reduced by about 3-4 dBA, which is considered a perceptible change, according to FHWA guidance (See Table 3-12).
WC150	Arico, Luanne	LA-1	Local resident comment noted congestion from truck traffic on Dey Road, and recommended that incentives be put in place to encourage use of proposed Route 92.
WC151	Turkey Island Corporation, David Mackie (of AMEC Earth & Environmental)	AMEC-1	In response to the 2004 Stormwater Management Rules, the stormwater management system for proposed Route 92 has been redesigned to collect runoff from the section of the highway that crosses the Devil's Brook floodplain in the Plainsboro Preserve and convey it to six manufactured treatment units installed within the highway structure. Use of treatment units within the highway structure rather than outside the structure avoids additional impact to wetlands. The treatment units are projected to remove approximately 73% of total suspended solids from the stormwater runoff from this section of proposed Route 92. Discharges of stormwater in the Devil's Brook watershed as a whole are projected to meet the New Jersey requirement of 80% removal of total suspended solids.
WC151	Turkey Island Corporation, David Mackie (of AMEC Earth & Environmental)	AMEC-2	Spills would be handled by prompt recovery of spilled materials from the road surface, the shoulder, the drainage channels, and if necessary, the surface of the stormwater management basins.
WC151	Turkey Island Corporation, David Mackie (of AMEC Earth & Environmental)	AMEC-3	Approximately one third of the portion of proposed Route 92 within the Plainsboro Preserve and most of the portion of proposed Route 92 just north of the Plainsboro Preserve would be constructed through open fields currently in agricultural use. This land is open because it is not being allowed to revert to its natural forested state. The marked trails are in the forested western half of the preserve, and signs warn "all persons" not to enter the mowed field north of McCormack Lake. A line of vegetation is growing up between the lake and the field, partially obscuring the view of the proposed Route 92 alignment from the lake. Because of the configuration of the lake, the northern end of the lake is not visible from most of the rest of the lake. Within the forest northwest of the lake and west of the field, vehicles passing on proposed Route 92 would be partially visible for approximately 500 feet through the trees. Within the part of the preserve accessible by marked trails, vehicles on proposed Route 92 would be visible over an area of approximately 24 acres. Route 92 would not be visible from the preserve's visitors' center.
WC151	Turkey Island Corporation, David Mackie (of AMEC Earth & Environmental)	AMEC-4	As described in the DEIS, US Route 1 widening, with or without signal removal, would have certain unavoidable adverse impacts, just as proposed Route 92 and the other alternatives would. Tables 2-6 and 2-7 summarize the key environmental impacts and responsiveness to project objectives of all the alternatives. The socioeconomic impacts of the US Route 1 alternative are anticipated to be high because of the need for land acquisition, business dislocation, and utility relocation, as well as increased disturbance of existing land uses close to the highway. However, the alternative was found to partially meet the project objectives because it addresses the regional need for mobility improvements and reductions in congestion and because it provides improved linkage with the New Jersey Turnpike at Interchange 9.
WC152	South Brunswick Twp, Michael W. Klemens	SBTMWK-1	Comment noted.
WC152	South Brunswick Twp, Michael W. Klemens	SBTMWK-2	The bog turtle recovery plan referenced by the commenter is a plan approved by the US Fish and Wildlife Service, but does not have the authority of federal law. Surveys for bog turtles were conducted in the proposed Route 92 corridor as described in the response to comment SCLL2-37b.
WC152	South Brunswick Twp, Michael W. Klemens	SBTMWK-3	The eastern spadefoot is neither a salamander, as indicated by Table 3-8 in the DEIS, nor a frog, as indicated in the comment. It is a toad. This and other errors have been corrected in the FEIS. Please see also the responses to comments NJDEP-3, SCLL2-37b, and SBTMG-4.
WC152	South Brunswick Twp, Michael W. Klemens	SBTMWK-4	Comment noted. No potential vernal pools have been identified within the proposed right-of-way for Route 92. Please see also the response to comment NJDEP-6.

Committer Code	Committer	Comment #	Response
WC153	South Brunswick Twp, Norman L. Marshall	SBTNLM-1	Committer indicates that congestion with proposed Route 92 will be worse than current levels of congestion. The appropriate comparison should involve the same time period; future congestion without implementation of east-west capacity improvements should be compared to future congestion with east-west capacity improvements. Development trends in the study area indicate that future traffic congestion will be significantly worse than existing congestion.
WC153	South Brunswick Twp, Norman L. Marshall	SBTNLM-2	See response to comment BBN-1.
WC153	South Brunswick Twp, Norman L. Marshall	SBTNLM-3	1. The distinction between local and through traffic is significant because of the direct relationship between the function of a road and the quality of life of those living and conducting business along the road. Many municipal Master Plans, such as the South Brunswick Master Plan, recommend that "local traffic should be separated, as much as possible, from through traffic". Roads that carry through traffic have significantly greater capacity than local roads and to preserve quality of life through roads should be separated from sensitive land uses, such as residences and small local businesses. 2. "Through" (or "non-local") traffic is defined (on page 1-7 of the DEIS) as consisting of trips with neither end in the town (or towns) served by that particular portion of road. For the evaluation of Dey Road, for example, "through" trips are trips with neither end in the town of Plainsboro. For the evaluation of improvements to CR-522, "through" trips are trips with neither end in the town of South Brunswick. In order to increase precision and understanding of the traffic modeling results, the DEIS provide data on changes in traffic congestion for individual roads, and types of roads, rather than masking detailed information on local changes in road condition by averaging traffic conditions throughout the region. Please see White Paper No. 1.
WC153	South Brunswick Twp, Norman L. Marshall	SBTNLM-4	See response to comment BBN-1.
WC153	South Brunswick Twp, Norman L. Marshall	SBTNLM-5	See response to comment DW-10.
WC153	South Brunswick Twp, Norman L. Marshall	SBTNLM-6	1. The need for improved east-west road capacity has been identified by a number of regional planning agencies using expressions of need very similar to that presented in the DEIS. For example, the Middlesex County Planning Board, in its adopted Transportation Plan for the County, identifies proposed Route 92 as a "much needed project to address the needs for good east-west connections in the southern area of the County. The County Planning Board indicated good east-west connections involve "a direct connection between ... the NJ Turnpike and Routes 1 and 130". 2. TDM does not address future road system congestion as effectively as does the increased road capacity provided by proposed Route 92. The traffic modeling conducted for the DEIS shows that proposed Route 92 would provide needed capacity for 3,905 vehicles in the morning peak hour, thereby relieving congestion on other local links. However, the screenline crossing analysis (as presented in DEIS Table 1-4) projects 10,117 peak hour non-local trips in both directions (east and west) across the screenline in year 2028 under the No Action alternative. This indicates the future volume of trips that are of sufficient distance so as to make transit feasible. If 10% of the trips were diverted to transit under a highly successful TDM program, about 1,000 trips might potentially be diverted to transit. The data indicate that a highly successful and costly TDM program could achieve only 25% of the capacity provided by proposed Route 92 (1,027 trips removed from TDM vs. capacity created for 3,905 trips by proposed Route 92. TDM measures are recommended as a complementary strategy to the implementation of improved east-west travel capacity.
WC153	South Brunswick Twp, Norman L. Marshall	SBTNLM-7	The employment projections developed for the DEIS were based on land development that has already been approved by the local jurisdictions. These projections are being utilized in various planning studies throughout central New Jersey. They appear realistic and utilize the best available data and modeling practices.
WC153	South Brunswick Twp, Norman L. Marshall	SBTNLM-8	See responses to comments SBTNLM-7 and BBN-1.
WC154	US Environmental Protection Agency Region 2, Robert W. Hargrove	USEPA-1	Comment noted.

Commenter Code	Commenter	Comment #	Response
WC154	US Environmental Protection Agency Region 2, Robert W. Hargrove	USEPA-2	Comment noted. Please see response to comments USFWS-26 and USFWS 2-38 above regarding the two large tracts of forest in the vicinity of Devil's Brook. The use of a bridge over this brook and adjacent wetlands is designed to allow movement of wildlife along the brook under the highway.
WC154	US Environmental Protection Agency Region 2, Robert W. Hargrove	USEPA-3	No "roadway bed within Devil's Brook" is proposed. Proposed Route 92 would cross Devil's Brook on a 525-foot-long bridge.
WC154	US Environmental Protection Agency Region 2, Robert W. Hargrove	USEPA-4	Comment noted.
WC154	US Environmental Protection Agency Region 2, Robert W. Hargrove	USEPA-5	Please see response to comment SBTNLM-6, part 1. The project purpose is to improve regional mobility, especially east-west mobility. USACE partially agrees with the commenters statement of project purpose as providing an east-west connection between major north-south corridors, but also believes a key element of the project purpose is providing expanded east-west travel capacity (and not only connectivity). Providing a hierarchical network of roads, a goal derived from the Municipal Transportation Master Plans of the towns in the project area, as well as the County Planning Board Transportation Plan, is essential to achievement of the project purpose. Achievement of the purpose also requires an east-west road with the ability to function as a high-speed connector. USACE believes this expression of project purpose to be essential, and not descriptive of specific alternative projects.
WC154	US Environmental Protection Agency Region 2, Robert W. Hargrove	USEPA-6	See responses to comments SCLL2-06 and DW-10.
WC154	US Environmental Protection Agency Region 2, Robert W. Hargrove	USEPA-7	<p>1. Section 230.10 of the Section 404(b)(1) Guidelines for Specification of Disposal Sites states that "no discharge of dredged or fill material shall be permitted if there is a practicable alternative to the proposed discharge which would have less adverse impact on the aquatic ecosystem, so long as the alternative does not have other significant adverse environmental consequences. " The alternatives analysis as presented in Section 2 and specifically 2.7 of the DEIS, and the impacts analyses performed for the DEIS identify the other significant adverse environmental consequences of those alternatives that were not advanced to detailed study in the DEIS.</p> <p>2. The Modified No-Build Alternative does not meet project purpose. The three components of that alternative are an interchange between Route 32 and Route 130 (not implemented), a right-turn lane from Dey Road to Scudders Mill Road (implemented and functioning for several years), and improvement to signal timing at Schalks Crossing Road/Ridge Road intersection (already implemented). As noted, two of the three improvements are in place and were used as base condition assumptions in the traffic model. Even with these already-implemented improvements in place, serious traffic congestion is projected for the study area's roads and intersections under the No Build alternative. Improvements to the local road system, such as widening, or construction of new local roads was determined to contribute extensively to sprawl development and significant residential and local business dislocations and direct environmental impacts.</p>
WC154	US Environmental Protection Agency Region 2, Robert W. Hargrove	USEPA-8	A portion of the wetland mitigation plan is included in Appendix G of the FEIS. Please see also the responses to comments CGSC-7 and SBMWA2-7.
WC154	US Environmental Protection Agency Region 2, Robert W. Hargrove	USEPA-9	Comment noted. Please see responses to comments above.
WC154	US Environmental Protection Agency Region 2, Robert W. Hargrove	USEPA-10	See response to comment BBN-1.
WC154	US Environmental Protection Agency Region 2, Robert W. Hargrove	USEPA-11	Comment noted. Please see the response to comment FRTWP-27.
WC154	US Environmental Protection Agency Region 2, Robert W. Hargrove	USEPA-12	Comment noted.

Commenter Code	Commenter	Comment #	Response
WC154	US Environmental Protection Agency Region 2, Robert W. Hargrove	USEPA-13	The No-Build network for this analysis was developed using standard planning procedures. Approved highway improvements for which funding has been committed were included.
WC154	US Environmental Protection Agency Region 2, Robert W. Hargrove	USEPA-14	See response to comment SCLL2-18.
WC155	US Fish and Wildlife Service, Andrew L. Raddant	USFWS-1	Results of the bog turtle surveys, which were combined with the wood turtle surveys, are included in Appendix H of the FEIS.
WC155	US Fish and Wildlife Service, Andrew L. Raddant	USFWS-2	Results of the swamp pink survey are included in Appendix H of the FEIS.
WC155	US Fish and Wildlife Service, Andrew L. Raddant	USFWS-3	Please see the response to comments SBTNLM-6, part 1 and USEPA-5. The project purpose is worded more generally in the FEIS. The objectives are clarifications of the project purpose, and not additional purposes. Pursuant to discussions with the project traffic consultant, and NJ State agencies, the statement of project purpose was determined to identify fundamental and essential functions.
WC155	US Fish and Wildlife Service, Andrew L. Raddant	USFWS-4	The Route 1 Improvement alternatives were determined to exhibit potential to provide improved access to the NJ Turnpike from travel origins and destinations in the project area. While the improvements are not alternatives to Route 1, the improvements respond to the significant traffic issues - congestion on state and local roads in the project area, and better connection to the NJ Turnpike. As part of identifying alternatives to Route 1 it was determined that improvements to Route 1 itself also needed to be evaluated. Route 1 improvements were found to exhibit potential to achieve a hierarchical roadway system, by creating capacity for through traffic that will not require use of local community roads. The alternatives screening analysis presented in DEIS Section 2.7 presented well defined and consistent criteria by which alternatives were evaluated. The criteria were comparatively high wetland impact, farmland preservation impact, parkland impact, residential/commercial/public dislocation, and inability to meet project purpose, in that order. Thus alternatives with comparatively high wetland impacts were isolated first, then alternatives with high farmland preservation impacts were isolated second, etc. Ability to meet project purpose and need was evaluated last.
WC155	US Fish and Wildlife Service, Andrew L. Raddant	USFWS-5	We note the comment and previous submissions. This comment was addressed in the responses to USFWS-03 and USFWS-04.
WC155	US Fish and Wildlife Service, Andrew L. Raddant	USFWS-6	<p>Eight of the 16 action alternatives were screened out for reasons of significant environmental impacts. Four additional alternatives were screened out because of their inability to fully meet purpose and need (Dey Road Widening, USEPA Modified No-Build Alternative, Two-Lane Route 92, and US Route 1 widening without signal removal). Route 92 without a Perrine Road interchange was screened out for a combination of environmental impacts and failure to fully meet the project purpose. The three remaining action alternatives were passed forward for more detailed impact analysis in Section 4 of the DEIS.</p> <p>Scudders Mill Road, Plainsboro Road, Route 522, and other local and county roads in the area have established local functions that are not compatible with the modifications that would be required to partially segregate local and through traffic. This approach to improving east-west mobility would exacerbate the community impacts described in Section 2 for whatever road was selected. People live and work close to the local east-west roads, and many homes have driveways that connect directly to the road. Addition of through lanes, service roads, and grade-separated interchanges would greatly reduce the livability of the communities along the selected local road or roads, and would only partially succeed in separating through traffic from local traffic.</p>
WC155	US Fish and Wildlife Service, Andrew L. Raddant	USFWS-7	Comments noted. It should also be noted that southern arrowhead is the only listed species of concern that has been found less than 800 feet from the proposed right-of-way for proposed Route 92. Southern arrowhead is listed as endangered by New Jersey but not by the federal government. Impacts to southern arrowhead would be mitigated as discussed in Section 5.3.6 of the DEIS.

Commenter Code	Commenter	Comment #	Response
WC155	US Fish and Wildlife Service, Andrew L. Raddant	USFWS-8	Proposed Route 92 would have little impact on connectivity within the Devil's Brook wetlands and would have no impact on the connection between the wetlands along Devil's Brook and the wetlands referred to as Broadway Swamp. At the location where proposed Route 92 would cross Devil's Brook, the flow of Devil's Brook is currently diverted to a drainage channel that flows northwest to another channel that parallels the Amtrak lines (see Section 3.3.1.1 of the EIS). This would continue under the current design for Route 92. Both Broadway Swamp and the hydraulic connection between Broadway Swamp and the Devil's Brook wetlands are south of the proposed Route 92 right-of-way. In addition, the 525-foot bridge over Devil's Brook and the 520-foot bridge over the Amtrak railroad line would maintain connectivity within the Devil's Brook wetlands complex.
WC155	US Fish and Wildlife Service, Andrew L. Raddant	USFWS-9	After submitting this comment, USFWS acknowledged that it is a cooperating agency for preparation of the federal EIS for proposed Route 92.
WC155	US Fish and Wildlife Service, Andrew L. Raddant	USFWS-10	Because the Executive Summary was prepared after the DEIS, clarifications and slight improvements in language were included for purposes of readability and understanding. The observed minor inconsistencies will be corrected in the FEIS.
WC155	US Fish and Wildlife Service, Andrew L. Raddant	USFWS-11	The statement of project purpose has been clarified for the FEIS. No change in fundamental project purpose has occurred; rather, issues of consistent language and summary representations have been addressed.
WC155	US Fish and Wildlife Service, Andrew L. Raddant	USFWS-12	See responses to comments SCLL2-66 and DW-10.
WC155	US Fish and Wildlife Service, Andrew L. Raddant	USFWS-13	A purpose of the project is to improve regional mobility. To the extent that local trips also take advantage of Route 92 to save time, the benefit of the project is enhanced.
WC155	US Fish and Wildlife Service, Andrew L. Raddant	USFWS-14	Please see responses to comments SBMWA2-2, CM-5, PRRA-3; SCJT-1; SCJT-7; SBTMG-8; SBTTV-3, and MKS-6.
WC155	US Fish and Wildlife Service, Andrew L. Raddant	USFWS-15	It is not clear from the comment whether the commenter is referring to the Plainsboro-Cranbury Rd Parallel Alignment or the Plainsboro-Cranbury Rd widening. The Plainsboro-Cranbury Rd Parallel Alignment exhibited significant impacts to preserved farmland and involved moderate levels of residential and commercial dislocations and impacts, as stated in the DEIS. The Plainsboro-Cranbury Rd widening exhibits major residential and business dislocations, direct impacts to historic structures, and would create a "through" road function that was never anticipated in this historic village setting. Both of these projects would substantially contribute to sprawl by creating improved local access to undeveloped lands. These issues were reviewed in the DEIS.
WC155	US Fish and Wildlife Service, Andrew L. Raddant	USFWS-16	The extent of development in the proposed interchange areas will be determined by local zoning and other land use controls, rather than by the presence or absence of proposed Route 92. Each interchange area is on or near an existing major highway, at a location where development is already underway. The DEIS notes at the end of Section 4.2.9 that the existing environment surrounding Perrine Road is primarily open agricultural land with several single-family homes, and that these homes would likely experience some adverse visual impact from proposed Route 92. Section 4.2.8.2 of the DEIS provides projected future noise levels for three locations on Perrine Road. South Brunswick has designated the area surrounding the proposed Perrine Road interchange for office park development. In the long term, this designation is likely to change the character of the area as much as proposed Route 92.
WC155	US Fish and Wildlife Service, Andrew L. Raddant	USFWS-17	The Dey Road Parallel Alignment, as reviewed in DEIS Section 2, connects to Scudders Mill Road. However, Scudders Mill Road is a major access road to a number of very large business facilities along its route, and eliminating intersections would create serious public safety issues. The Dey Road Alignment was not recommend for continued analysis because of its significant environmental and community impacts - loss of 27 acres of already preserved farmland, displacement of 63 residences, and contribution to sprawl by creating improved local access to undeveloped land.

Commenter Code	Commenter	Comment #	Response
WC155	US Fish and Wildlife Service, Andrew L. Raddant	USFWS-18	American waterwort, soapwort gentian, riverbank quillwort, southern mudwort, slender water-milfoil and humped bladderwort are reported to occur on the shore of McCormack Lake, a minimum of 800 feet south of the proposed Route 92 right-of-way (ROW). It is unlikely that American waterwort would exist in the area where the proposed ROW would cross Devil's Brook, because this area has little defined shoreline and has already been disturbed. Slender water-milfoil is also unlikely to occur along Devil's Brook, because the stream bed is peaty or muddy rather than sandy and lacks a defined stream margin. The entire area along the proposed ROW between Friendship Road and the Amtrak railroad tracks was the subject of a 700-hour rare plant survey conducted by John Fishback of Eastern States Environmental Associates (Fishback, 1994). Neither Fishback nor the NJDEP Natural Heritage Program has reported finding any of these plants at any location near the proposed ROW except along the shoreline of McCormack Lake. Other than the area covered by Fishback's survey, no potential habitat for these plants exist along the proposed ROW of Route 92.
WC155	US Fish and Wildlife Service, Andrew L. Raddant	USFWS-18	Coast violet is reported to occur on the north shore of McCormack Lake, approximately 800 feet south of the proposed ROW for Route 92. Fishback did not report finding coast violet anywhere else in the area surrounding the intersection of Devil's Brook and proposed Route 92. Coast violet grows in well-drained soils in woods or clearings, which are also found at the proposed western terminus of Route 92, between Ridge Road and US Route 1. That area is highly disturbed and surrounded by development, and no occurrence of coast violet has been reported there.
WC155	US Fish and Wildlife Service, Andrew L. Raddant	USFWS-18	Hyssop hedge-nettle is reported to occur in a field just west of Scott's Corner Road, nearly a mile south of the proposed Route 92 ROW (NHP, 1995). Fishback did not report finding this plant during his extensive survey of the area along the proposed ROW between Friendship Road and the Amtrak line. Although the proposed ROW crosses many fields in other areas, the agricultural activities in these fields would have destroyed any hyssop hedge-nettles that tried to establish themselves.
WC155	US Fish and Wildlife Service, Andrew L. Raddant	USFWS-18	Low spearwort is reported to occur north of Devil's Brook, approximately 850 feet north of the proposed Route 92 ROW. Although potential habitat for low spearwort exists along the proposed ROW between Friendship Road and the Amtrak line, Fishback did not report finding this plant closer than 850 feet to the ROW. Outside the area surveyed by Fishback, no potential habitat exists along the proposed ROW.
WC155	US Fish and Wildlife Service, Andrew L. Raddant	USFWS-19	Tall boneset has been reported to occur in three New Jersey counties--Hunterdon, Somerset and Warren--but not in Middlesex County. No tall boneset plants have been found during any of the numerous field surveys conducted by qualified botanists and ecologists along the proposed Route 92 ROW.
WC155	US Fish and Wildlife Service, Andrew L. Raddant	USFWS-20	Rare plants the NJDEP Natural Heritage Program (NHP) considers extant in the project area are listed on page 3-40 of the DEIS.
WC155	US Fish and Wildlife Service, Andrew L. Raddant	USFWS-21	Comments noted.
WC155	US Fish and Wildlife Service, Andrew L. Raddant	USFWS-22	No comet darners have been seen during the numerous field visits and surveys conducted by biologists and environmental and wetland scientists throughout the study area for proposed Route 92. McCormack Lake, approximately 900 feet south of the proposed Route 92 ROW, is the only suitable habitat for comet darner in the project area.
WC155	US Fish and Wildlife Service, Andrew L. Raddant	USFWS-23	Since July 15, 2002, in responding to requests for searches of the Natural Heritage Database, NJDEP has also searched the Landscape Project database maintained by the Endangered and Nongame Species Program (ENSP) and provided information from both databases in its responses. Therefore, the species listed in Section 3.3.5.1 of the DEIS include species ENSP considers extant in the project area.
WC155	US Fish and Wildlife Service, Andrew L. Raddant	USFWS-24	The DEIS was incorrect in stating that federal funds were used to help purchase the land in the Plainsboro Preserve. The federal funds were used to build the visitors center at the preserve, which is approximately one half mile from the proposed Route 92 right-of-way. Please see also the responses to comments SCJT-3 and SCLL2-41a.
WC155	US Fish and Wildlife Service, Andrew L. Raddant	USFWS-25	Comment noted.

Committer Code	Committer	Comment #	Response
WC155	US Fish and Wildlife Service, Andrew L. Raddant	USFWS-26	<p>The forested wetlands along Devil's Brook and east of the Amtrak railroad tracks are the two areas along the proposed Route 92 alignment that provide interior forest habitat (i.e., habitat greater than 300 feet from cleared land). The forest corridor along Devil's Brook is approximately 800 feet wide where Route 92 would cross it. Because adverse edge effects on nesting birds can extend 300 feet into a forest, the Devil's Brook corridor may provide as little as 200 feet of interior habitat under existing conditions. The forest habitat up to 300 feet to the north and south of this 200-foot segment of the proposed highway would have diminished value as nesting habitat.</p> <p>The tract of forest farther west, between the Amtrak lines and an agricultural field, is approximately 1,000 feet wide where Route 92 would cross it. Adverse edge effects may extend 300 feet into the forest from the field and from the railroad, leaving as little as 400 feet of interior habitat under existing conditions. The forest habitat up to 300 feet to the north and south of this 400-foot segment would have diminished value as nesting habitat.</p>
WC155	US Fish and Wildlife Service, Andrew L. Raddant	USFWS-27	Bridges can be designed and constructed so that the natural streambed is maintained and not replaced by an artificial floor (p. 5-4). Construction within streams and floodplains can take place during the anticipated low flow period of July-August. Once construction within a stream is complete, disturbed areas would be stabilized and revegetated (p. 5-5). Bridge lengths were based on spanning the entire flood way, allowing the natural stream cross section to pass under the bridge (p. 4-18).
WC155	US Fish and Wildlife Service, Andrew L. Raddant	USFWS-28	Modeling parameters such as temperature and pH is often very difficult without a large database of existing data.
WC155	US Fish and Wildlife Service, Andrew L. Raddant	USFWS-29	The 2004 Stormwater Management Rules have more stringent regulations regarding the amount of groundwater recharge that must be maintained as well as stormwater quality controls. Route 92 is not expected to impact the current designated uses of surrounding water bodies.
WC155	US Fish and Wildlife Service, Andrew L. Raddant	USFWS-30	See response to comment CGSC-6. Pollutant loadings and assessment of ambient water quality are being evaluated with respect to the new 2004 stormwater regulations and the stormwater management plan will be revised accordingly.
WC155	US Fish and Wildlife Service, Andrew L. Raddant	USFWS-31	See response to comment AMEC-2.
WC155	US Fish and Wildlife Service, Andrew L. Raddant	USFWS-32	See response to comment CGSC-6. The 2004 Stormwater Management Rules have more stringent regulations regarding the amount of groundwater recharge that must be maintained as well as stormwater quality controls. The rule requires either the post-construction recharge rate to be equal to the pre-construction recharge rate or that the difference in the pre- and post-construction 2-year storm water runoff volume is infiltrated.
WC155	US Fish and Wildlife Service, Andrew L. Raddant	USFWS-33	Please refer to Table 4-11 in the DEIS. The forested wetland areas to be cleared but not filled include the 1.58 acres of PFO1 wetlands listed as temporarily impacted during construction and the 1.16 acres of PFO1 wetlands listed as being permanently shaded. Wetlands temporarily impacted during construction would be restored upon completion of construction.
WC155	US Fish and Wildlife Service, Andrew L. Raddant	USFWS-34	Please see the responses to comments SCLL2-56 and MB-1.
WC155	US Fish and Wildlife Service, Andrew L. Raddant	USFWS-35	Please see response to comment USFWS-26.
WC155	US Fish and Wildlife Service, Andrew L. Raddant	USFWS-36	The purpose of the EIS subsection referred to in the comment is to evaluate potential impacts to protected species. The effects on other bird species are addressed elsewhere in the EIS through evaluation of impacts to interior forest habitats and grassland habitats, and fragmentation of these habitat types.
WC155	US Fish and Wildlife Service, Andrew L. Raddant	USFWS-37	Please see response to comment USFWS-26.
WC155	US Fish and Wildlife Service, Andrew L. Raddant	USFWS-38	Comment noted. As discussed above in response to comment USFWS-26, the two large tracts of forest in the vicinity of Devil's Brook provide interior forest habitat that is suitable for interior dwelling birds as well as other wildlife noted in the EIS. These areas may provide nesting habitat, travel corridor habitat and a full range of habitat features for animals with small home ranges.

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WC155	US Fish and Wildlife Service, Andrew L. Raddant	USFWS-39	Table 4-11 documents that approximately 7.42 acres of forested wetland would be filled, 1.16 acres would be shaded (by the bridge) and approximately 1.58 acres would be disturbed (and restored) during construction. These impacts are proposed to be mitigated by the construction of mitigation wetlands. The project in total would permanently alter about 13 acres of wetland (12.03 acres filled and 1.16 acres shaded). To compensate for this alteration, about 57 acres of mitigation wetland is proposed, a 4.5:1 ratio of mitigation wetland to altered wetlands. New grassland habitat is not proposed at this time, however, the configuration of the roadway alignment preserves large tracts of grassland south of the alignment.
WC155	US Fish and Wildlife Service, Andrew L. Raddant	USFWS-40	See response to comment BBN-1.
WC155	US Fish and Wildlife Service, Andrew L. Raddant	USFWS-41	In noting that new highway development can be a significant factor in the rate and shape of growth, the DEIS makes a general statement about the potential impact of a new highway. This does not contradict the more specific statements made concerning proposed Route 92. Development may spread from the locations of the proposed Route 92 interchanges under existing conditions. All four interchange locations are crossed by existing roads along which development could spread. Municipalities will be pressured to change zoning rules whether or not proposed Route 92 is constructed. Potential pressure for future expansion is not considered a reason not to build.
WC155	US Fish and Wildlife Service, Andrew L. Raddant	USFWS-42	Twenty-five SMBs were proposed for the project.
WC155	US Fish and Wildlife Service, Andrew L. Raddant	USFWS-43	Please see the response to comment AMEC-1.
WC155	US Fish and Wildlife Service, Andrew L. Raddant	USFWS-44	See response to comment CGSC-6.
WC155	US Fish and Wildlife Service, Andrew L. Raddant	USFWS-45	The memorandum from the NJDEP Division of Parks and Forestry concerning proposed southern arrowhead mitigation has been added to Appendix F of the DEIS.
WC155	US Fish and Wildlife Service, Andrew L. Raddant	USFWS-46	Please see response to comment SCLL2-41a.